

Notice of a public meeting of

Decision Session - Executive Member for Transport

To: Councillor Ravilious

Date: Tuesday, 28 April 2026

Time: 10.00 am

Venue: West Offices - Station Rise, York YO1 6GA

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democratic Services by **4:00 pm on Wednesday, 6 May 2026.**

*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent, which are not subject to the call-in provisions. Any called in items will be considered by the Corporate Scrutiny Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00 pm on Friday, 24 April 2026.**

1. Apologies for Absence

To receive and note apologies for absence.

2. Declarations of Interest

(Pages 7 - 8)

At this point in the meeting, the Executive Member is asked to declare any disclosable pecuniary interest, or other registerable interest, they might have in respect of business on this agenda, if they have not already done so in advance on the Register of Interests. The disclosure must include the nature of the interest.

An interest must also be disclosed in the meeting when it becomes apparent to the member during the meeting.

[Please see attached sheet for further guidance for Members].

3. Public Participation

At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the committee.

Please note that our registration deadlines have changed to 2 working days before the meeting. The deadline for registering at this meeting is at **5.00pm on Friday, 24 April 2026.**

Since there is a **statutory limit of ten speakers for this session**, a maximum of one public speaker will be allowed for each proposal in Item 6, on a first come, first serve basis, at the Executive Member's discretion.

Members are encouraged to submit written representations for this item if possible.

To register to speak please visit www.york.gov.uk/AttendCouncilMeetings to fill out an online registration form. If you have any questions about the registration form or the meeting please contact the Democracy Officer for the meeting whose details can be found at the foot of the agenda.

Webcasting of Public Meetings

Please note that, subject to available resources, this public meeting will be webcast including any registered public speakers who have given their permission. The public meeting can be viewed on demand at www.york.gov.uk/webcasts.

4. Minutes (Pages 9 - 12)
To approve and sign the minutes of the Decision Session held on Tuesday, 10 February 2026.

5. Review of Statutory Consultation for 'No Waiting' Restrictions on Dennings Mews (Pages 13 - 26)
This report reviews the representation received in response to the statutory consultation for a proposed amendment to the Traffic Regulation Order (TRO) to introduce 'No Waiting' at any time restrictions on Dennings Mews following the redevelopment of the area.

6. Consideration of representations received during the Statutory Consultation for the proposed amendments to the York Parking, Stopping and Waiting Traffic Regulation Order (TRO) (Pages 27 - 302)
This report considers representations received, in support or objection, to the advertised proposals to amend the Traffic Regulation Order (TRO), which have been considered as part of the annual review process.

A decision on each proposal is important as it will provide the Council with the approval for an outcome and ensure the appropriate changes are made to the traffic restrictions to address the concerns raised if required.

7. Urgent Business
Any other business which the Executive Member considers urgent under the Local Government Act 1972.

Democracy Officer: Ben Jewitt
Telephone No: 01904 553073
Email: benjamin.jewitt@york.gov.uk

For more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting:

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports and
- For receiving reports in other formats

Contact details are set out above.

Alternative formats

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Use our BSL Video Relay Service:
www.york.gov.uk/BSLInterpretingService
Select 'Switchboard' from the menu.



We can also translate into the following languages:

我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (ہولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

Declarations of Interest – guidance for Members

- (1) Members must consider their interests, and act according to the following:

Type of Interest	You must
Disclosable Pecuniary Interests	Disclose the interest, not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.
Other Registrable Interests (Directly Related) OR Non-Registrable Interests (Directly Related)	Disclose the interest; speak on the item <u>only if</u> the public are also allowed to speak, but otherwise not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.
Other Registrable Interests (Affects) OR Non-Registrable Interests (Affects)	Disclose the interest; remain in the meeting, participate and vote <u>unless</u> the matter affects the financial interest or well-being: (a) to a greater extent than it affects the financial interest or well-being of a majority of inhabitants of the affected ward; and (b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest. In which case, speak on the item <u>only if</u> the public are also allowed to speak, but otherwise do not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.

- (2) Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.
- (3) Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations,

and must disclose at the meeting that this restriction applies to them. A failure to comply with these requirements is a criminal offence under section 106 of the Local Government Finance Act 1992.

City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport
Date	10 February 2026
Present	Councillor Ravilious
Officers in Attendance	Darren Hobson - Highway Regulation Manager Garry Taylor - Director of City Development

40. Apologies for Absence (10:00am)

There were no apologies.

41. Declarations of Interest (10:00am)

The Executive Member was asked to declare, at this point in the meeting, any disclosable pecuniary interests, or other registerable interests she might have in respect of business on the agenda, if she had not already done so in advance on the Register of Interests. None were declared.

42. Minutes (10:00am)

Resolved: That the minutes of the Decision Session held on Tuesday, 27 January 2026 be approved and signed by the Executive Member as a correct record.

43. Public Participation (10:00am)

It was reported that there had been one registration to speak at the session under the Council's Public Participation Scheme.

Cllr Baxter spoke on Item 5, in support of the proposal, discussing the impact it would have on residents of the Badger Hill area. She noted that these residents dealt with parking issues every day and demand was constantly high because of the area's proximity to the university. She said many residents had contacted Hull Road councillors when the parking agreement with the university came up for renewal, concerned that residents would now have to subsidise parking.

She stated she was pleased that the council had been able to deliver for these residents and thanked the Executive Member and officers for their work on this. She also thanked the university for listening to the community and the council, emphasising that this would have a huge impact on parking pressures in neighbouring residential streets, and would give greater stability for the next five years.

44. Review of Statutory Consultation for introduction of 'No Waiting' restrictions on Baysdale Avenue, Cavendish Grove and Tranby Avenue (10:03am)

The Highway Regulation Manager presented the report, outlining the Review of the Statutory Consultation, what it did and how it responded to a petition submitted by residents due to university parking impacting their ability to park on their own streets.

He advised that residents and ward councillors had made some requests which were not possible to fulfil; specifically that the council were unable to request the university open up their car parks to residents, and it was not possible to enact temporary restrictions akin to those used in Poppleton during the Great Yorkshire Show (putting out traffic cones to reserve spaces at times of need). He explained that these temporary restrictions were applicable where there were highway works or issues of public safety, and the issue in question concerned parking as opposed to either of these, meaning more permanent restrictions were appropriate.

He explained that many residents had supported the proposal for restrictions Mon-Fri because students living on campus were parking on residential streets for weeks on end and weekday restrictions would act as a deterrent.

The Director of City Development reiterated that this item directly responded to the residents' petition, and therefore this response did not constitute the council acting as highway authority but acting on behalf of its residents through consultation. While the council had no way to control the university, it was working closely with the university around future planning for traffic management and parking in the area.

The Executive Member thanked officers for their work. She read out in full the 21 March 2024 petition presented by Cllr Warters and signed by 164 residents, noting that officers had drawn up a scheme which reflected all the asks in this petition. She advised that officers had received 3 representations and 1 letter in support of the proposed scheme, and 5

representations and 2 letters against, one of which was from the member who had started the petition.

She explained that this decision had been delayed until the university came to a decision on the future of the Badger Hill ResPark agreement; it had now agreed to continue this scheme and the petition proposal had therefore been brought forward since the impact of parking would be likely to continue on Tranby Avenue and the surrounding area.

Having carefully considered all representations, the Executive Member supported the points raised by officers regarding temporary restrictions being unfeasible in this situation, explaining that these were intended for temporary/one off events, were costly and disruptive to maintain, and may not actually even be legal to enforce in this scenario due to the long-term nature of the parking issues.

She also addressed objections calling for the university to do more in terms of parking provision for residents, stating that the university was not able to provide further campus parking due to planning constraints and the council were working with the university to reduce demand for parking (making public and sustainable transport an increasingly viable alternative).

On the subject of public transport she addressed why the council wasn't using the nearby Grimston Bar park and ride as a car park, explaining that the council holds a contract with First Bus reserving this space for enabling sustainable travel.

Responding to comments opposing the future introduction of ResPark, the Executive Member noted that most residents in this area would not need to pay for ResPark as the properties had off-street parking, thus ResPark would only be an issue should they have guests or tradespeople in need of additional parking. ResPark was not being proposed at this stage, and there was a waiting list, but she urged residents in this area to explore this option.

She asserted that a significant number of residents had signed a petition asking for single yellow lines, and this would be approved, in the interests of removing congestion caused by parked vehicles and allowing traffic (including buses) unimpeded passage.

However, she requested the restricted parking hours be reduced from 5 hours to 3 hours, suggesting this would provide better amenity to residents wishing to park on-street at night and allowing flexibility for trades parking. Additionally Blue Badge holders could still park on single yellow lines subject to the usual terms.

The Executive Member thereby

Resolved: To proceed with Option 1 – Implement as advertised (reducing proposed no waiting hours from 10:00am-3:00pm to 11:00am-2:00pm).

Reason: These restrictions will help remove the long-term parking that has been occurring, which originally initiated the submission of the petition to request the proposed restriction.

The installation of the proposed restriction will allow the passage of the vehicles along the street and remove the parking on the bend that residents raised concerns about the potential danger during the consultation period.

Cllr K Ravilious, Executive Member
[The meeting started at 10.00 am and finished at 10.15 am].



Meeting:	Executive Member for Transport Decision Session
Meeting date:	28/04/2026
Report of:	Garry Taylor
Portfolio of:	Kate Ravilious, Executive Member for Transport

Decision Report: Review of Statutory Consultation for ‘No Waiting’ Restrictions on Dennings Mews

Subject of Report

1. The report reviews the representation received in response to the statutory consultation for a proposed amendment to the Traffic Regulation Order (TRO). The proposed amendment to the TRO was to introduce ‘No Waiting’ at any time restrictions on Dennings Mews following the redevelopment of the area.
2. The report contains a recommendation for future actions.

Benefits and Challenges

3. The benefit of the recommendation is to remove the on-street parking that had previously been occurring, which did lead to complaints of obstruction to the access for the cycle path.
4. The challenge is that the representation received is that the proposal does not go far enough and the resident would like to see the introduction of a loading ban as well as the proposed ‘No Waiting at any time’ restriction. This would remove any loading activities that may occur along the stretch of highway.

Policy Basis for Decision

5. If the recommendation within the report is approved and the proposed restrictions are implemented, then there will be a positive

impact on the local environment, through the reduction in vehicles parking along the section of highway creating an improvement within the local area for residents.

6. The proposed removal of the on-street parking will help remove the previous reports of obstructive parking, which was affecting access to the cycle. This will help to create a safer area and better access to pedestrian and cycling routes.

Financial Strategy Implications

7. A requirement of the planning approval for the development of the site was that the developers entered into an agreement under Section 106 (S106) of the Town and Country Planning Act 1990. The S106 agreement had a requirement for the developer to make a TRO contribution towards the Council to cover the costs of parking management measures. The contribution has already been deposited with the Council, and this money will be used for the introduction of the restrictions.

Recommendation and Reasons

8. Option 1 – Implement as advertised (recommended)
The proposed restrictions would help remove the obstructive parking that has been reported through the consultation process. The installation of the proposed restriction will also stop the redeveloped street from becoming used by commuters, which will remove danger and allow waste services collection and access to the cycle path unhindered, which will facilitate the passage on the road for all classes of traffic including pedestrians. .

Background

9. The proposal has been brought forward following a planning application for the redevelopment of the area to erect 9 dwellings with associated highways, landscaping and boundary improvements to facilitate car and cycle parking with open space. The planning approval was granted with a requirement for a S106 agreement which required the developer to make a TRO contribution to the Council towards the cost of parking

management measures considered by the highways officer of the local authority to be appropriate because of the development.

10. The development introduces a turning area on the street prior to the properties; this is required to ensure that waste services vehicles can access the properties and provide collections. If parking were to occur in the area it would be difficult for waste services vehicles to access the street safely.
11. As the development is providing private parking for the residents and introducing dedicated parking for the nearby allotment, it was considered appropriate to propose 'No Waiting at any time' restriction to the highway, to remove any obstructive parking that may occur. A proposal was created (ANNEX A) for the proposed introduction of the 'No Waiting' restrictions.
12. The plan also shows that the area is within a 20mph speed limit, this area was already included within the restricted area, so there was no requirement for an amendment to the TRO for the speed limit.
13. The proposed introduction of the 'No Waiting at any time' restrictions were advertised on 19th September 2025. The Notice of Proposal (Annex B) was advertised in the Press, and a copy of the Notice of Proposal was posted on street to make regular users of the route aware of the proposal.

Consultation Analysis

14. The Notice of Proposal provided a consultation period of 3 weeks to allow for any representations to be received by the Council. The proposal received one representation in objection (Annex C) to the proposal.
15. The original correspondence from the resident was submitted to enquire about the extent of the proposal. The resident enquired if the proposed double yellow lines will be like those at Deangate end of Minster Yard. Will they mean not stopping by any vehicle for any reason? A response was sent to the resident to clarify that the proposal was for 'No Waiting at any time' and advise that the restriction was not a restriction on loading, so the proposal is different to the area on Deangate. In the officer's response, it was

asked if the resident could confirm that they would like their representation to be received as an objection.

16. The resident responded to confirm that they would like their representation to be received as an objection. The resident felt that the proposal does not go far enough. They raised concerns that the restrictions will not keep active travellers safe from motor vehicles movements.
17. The objection advised that they had witnessed vehicles stopping on Denning's Mews, which creates an issue for users of the cycle path either exiting or entering the route.
18. The restrictions in the area were extended as part of the traffic signal refurbishment project, at the junction, with the existing 'No Waiting at any time' restrictions, extended 18 metres south west of the existing access/egress on to the cycle route. The changes were put in place, as traffic signal head and stop line was introduced on Dennings Mews, to help move vehicles waiting to exit away from the access to the cycle path.
19. There have been issues with the existing restrictions as there have been reports that the lines are not very visible, as the verge is overgrown, making it hard to see the restrictions. The development does provide the introduction of a footpath on the south side which will help to provide better visibility of the restrictions, which will improve the compliance with the restrictions, which will help improve the visibility of users of the cycle path.

Options Analysis and Evidential Basis

20. Option 1 – Implement as advertised (recommended)
The proposed restrictions would help remove the obstructive parking that has been reported through the consultation process. The installation of the proposed restriction will also stop the redeveloped street from becoming used by commuters, which will remove danger and allow waste services collection and access to the cycle path unhindered, which will facilitate the passage on the road for all classes of traffic including pedestrians.
21. Option 2 – Take no further action (not recommended)
If no additional restrictions are introduced, the street will likely become used by commuter parking and obstructive parking

occurring in the turning head on the street. This will create unsafe manoeuvres been undertaken on the street by waster services vehicles and any delivery vehicles delivering to the properties.

Organisational Impact and Implications

22. The report has the following implications:

- **Financial:** A requirement of the planning approval for the development of the site was that the developers entered into an agreement under Section 106 (S106) of the Town and Country Planning Act 1990. The S106 agreement had a requirement for the developer to make a TRO contribution towards the Council to cover the costs of parking management measures. The contribution has already been deposited with the Council, and this money will be used for the introduction of the restrictions.
- **Human Resources (HR):** If the proposed restrictions are implemented on street, enforcement will fall to the Civil Enforcement Officers.
- **Legal:** The Council must follow the Road Traffic Regulation Act 1984 and the 1996 Regulations when making or amending a Traffic Regulation Order (TRO). All valid objections must be considered before an order can be made.

A TRO can only be introduced where it is necessary for reasons such as: improving safety, protecting the road or nearby property, improving traffic flow (including pedestrians), restricting unsuitable vehicles, protecting the character or amenity of an area, or supporting air-quality objectives.

In making a TRO, the Council must also meet its duty to ensure the safe and efficient movement of traffic and provide suitable parking where practicable. It must consider access to premises, local amenity impacts (including heavy goods vehicles), national air-quality strategy, public transport needs, and any other relevant factors.

Under the Traffic Management Act 2004, the Council also has a statutory duty to manage the road network to keep traffic moving and reduce congestion as far as reasonably possible.

- **Procurement:** No procurement implications, if the proposal is approved the lines will be installed by the developer.
- **Health and Wellbeing:** No Health and wellbeing implications.
- **Environment and Climate action:** No Environment and climate implications.
- **Affordability:** No Affordability implications.
- **Equalities and Human Rights:** The Council recognises its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions). The impact of the recommendation on protected characteristics has been considered as follows:
 - Age- Neutral
 - Disability- Neutral, as Blue Badge holders can park on yellow lines for up to three hours as long as they do not cause an obstruction.
 - Gender- Neutral
 - Gender reassignment- Neutral
 - Marriage and civil partnership– Neutral
 - Pregnancy and maternity – Neutral
 - Race – Neutral
 - Religion and belief – Neutral
 - Sexual orientation – Neutral
 - Other socio-economic groups including :
 - Carer-Neutral

- Low income groups- Neutral
- Veterans, Armed Forces Community- Neutral

It is recognised that individual traffic regulation order requests may impact protected characteristics in different ways according to the specific nature of the traffic regulation

order being considered. The process of consulting on the recommendations in this report will identify any equalities implications on a case-by-case basis which may lead to an individual Equalities Impact Assessment being carried out in due course.

- **Data Protection and Privacy:** No data protection and privacy implications.
- **Communications:** No communications implications.
- **Economy:** No economy implications.

Risks and Mitigations

23. In compliance with the Council's risk management strategy there is an acceptable level of risk associated with the options listed for consideration.

Wards Impacted

24. Guildhall Ward

Contact details

For further information please contact the authors of this Decision Report.

Author

Name:	Garry Taylor
Job Title:	Director of City Development
Service Area:	City Development
Telephone:	01904 551263
Report approved:	Yes/No

Date:	DD/MM/YYYY
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Co-author

Name:	Darren Hobson
Job Title:	Highway Regulation Manager
Service Area:	Transport
Telephone:	01904 551367
Report approved:	Yes/No
Date:	DD/MM/YYYY

Background papers

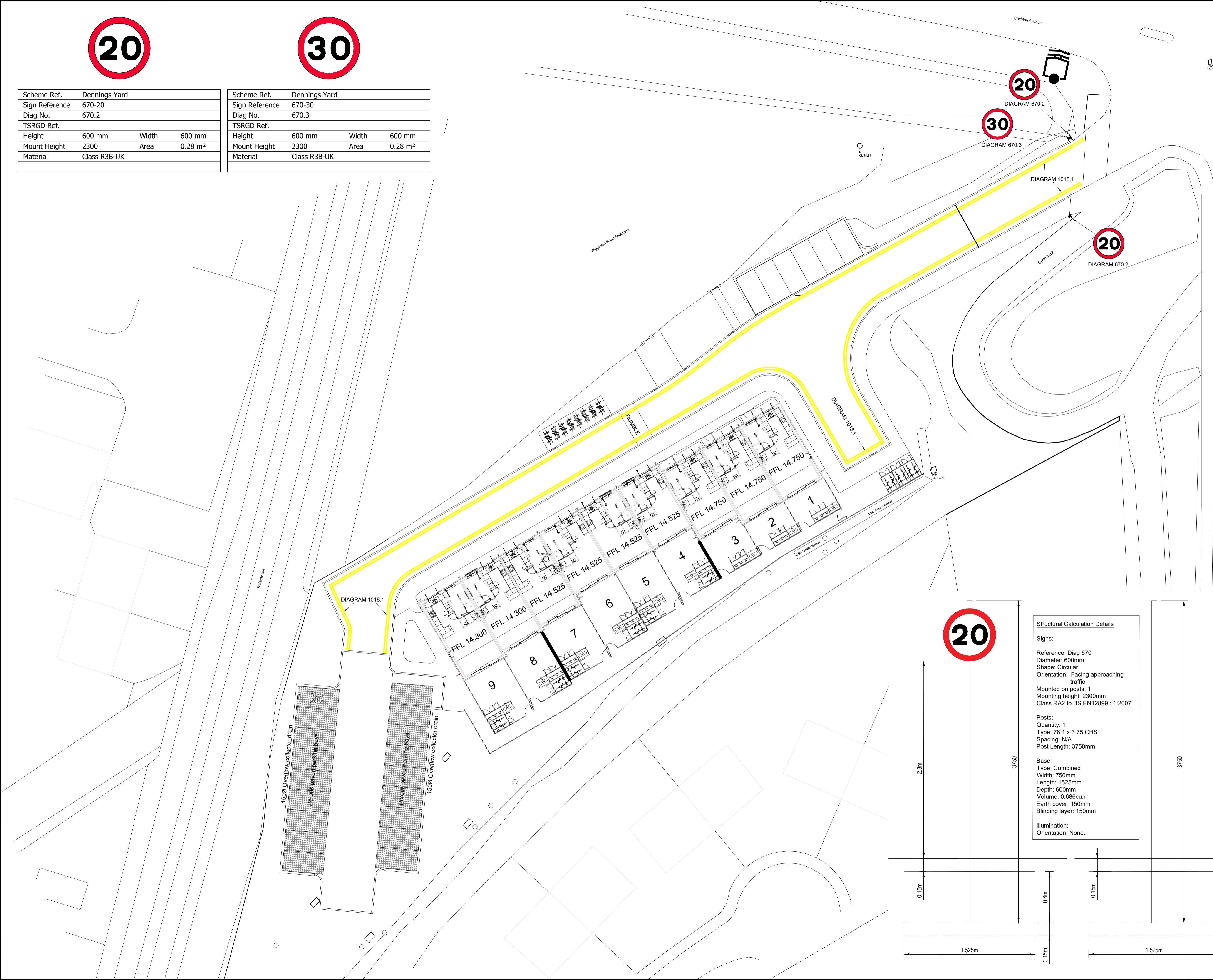
Annexes

- Annex A – Proposed Restriction
- Annex B – Notice of Proposals
- Annex C – Representations in Objection



Scheme Ref.	Dennings Yard		
Sign Reference	670-20		
Diag No.	670.2		
TSRGD Ref.			
Height	600 mm	Width	600 mm
Mount Height	2300	Area	0.28 m ²
Material	Class R3B-UK		

Scheme Ref.	Dennings Yard		
Sign Reference	670-30		
Diag No.	670.3		
TSRGD Ref.			
Height	600 mm	Width	600 mm
Mount Height	2300	Area	0.28 m ²
Material	Class R3B-UK		



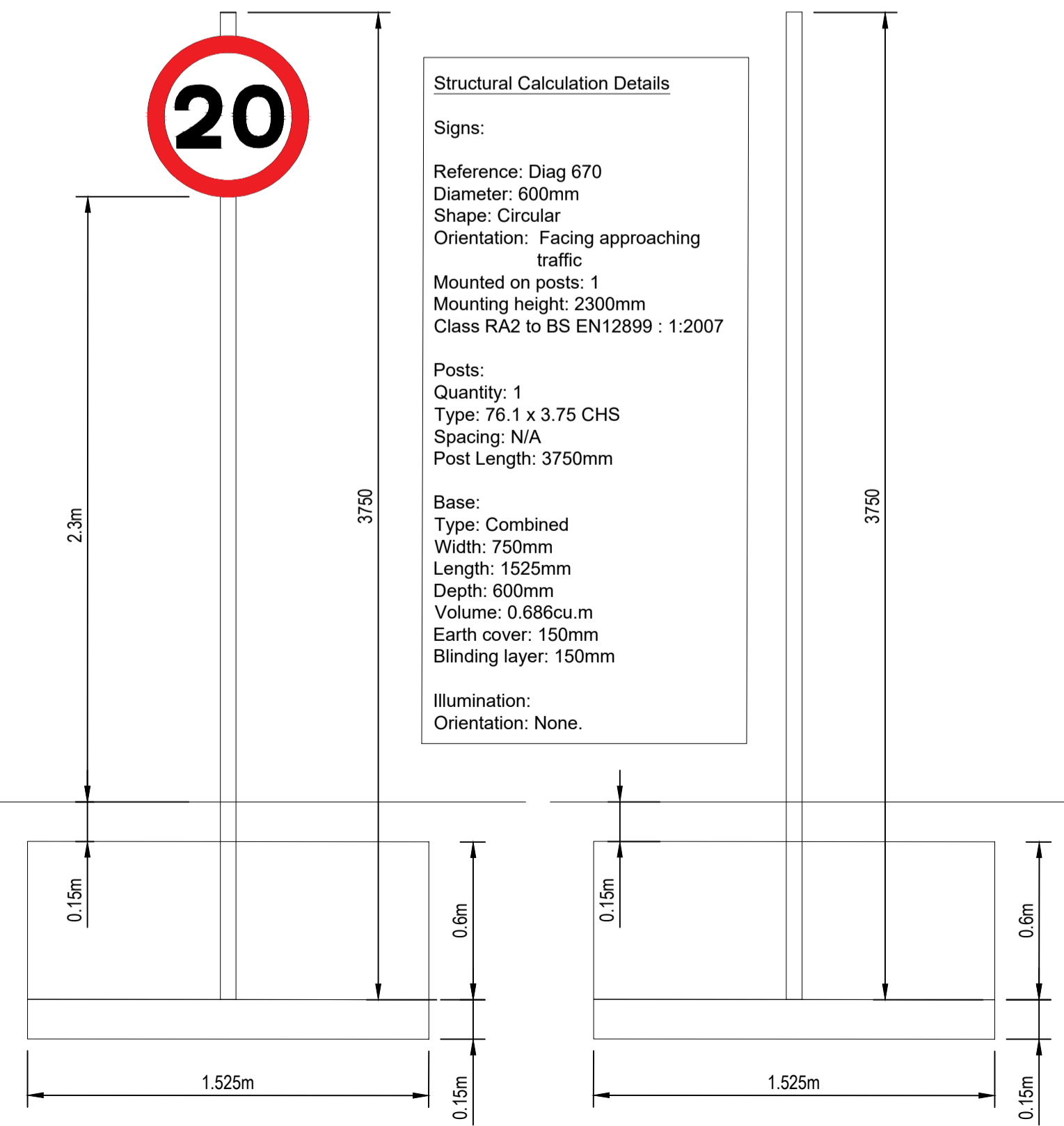
Structural Calculation Details

Signs:
 Reference: Diag 670
 Diameter: 600mm
 Shape: Circular
 Orientation: Facing approaching traffic
 Mounted on posts: 1
 Mounting height: 2300mm
 Class RA2 to BS EN12899 : 1:2007

Posts:
 Quantity: 1
 Type: 76.1 x 3.75 CHS
 Spacing: N/A
 Post Length: 3750mm

Base:
 Type: Combined
 Width: 750mm
 Length: 1525mm
 Depth: 600mm
 Volume: 0.686cu.m
 Earth cover: 150mm
 Blinding layer: 150mm

Illumination:
 Orientation: None.



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DRAWING NOTES:

CITY OF YORK STANDARD NOTES:

- WHERE CARRIAGEWAY WIDENING IS UNDERTAKEN IN WIDTHS LESS THAN 750mm, CONCRETE SUB BASE SHOULD BE USED IN LIEU OF SUB BASE COURSE
- THE DESIGN AND SPECIFICATION SHALL IN ALL RESPECTS COMPLY WITH THE CURRENT CITY OF YORK COUNCIL 'LAYOUT AND SPECIFICATION GUIDE FOR HIGHWAY WORKS'
- WHEN THE CARRIAGEWAY CROSS FALLS TOWARDS THE KERB, CHANNEL KERBS SHALL BE PROVIDED
- TRUE RADIUS AND CHANNELS SHALL BE USED ON ALL RADII LESS THAN 12m
- ALL SERVICE AND DRAINAGE TRENCHES TO BE BACKFILLED WITH TYPE 1 STONE. NO RETURN FILL ALLOWED IN ADOPTED HIGHWAY.

Rev	Date	Drawn	Description	CHK'D
04	10.03.25	SS	Double Yellow Lines updated to suit updated Rd1 end.	ATK
03	09.12.24	SS	20 & 30 mph signs added at site entrance	ATK
02	10.09.24	SS	'Permit Parking' Sign to parking bays near Abbotmots omitted	ATK
01	22.08.24	SS	Initial Issue	ATK

RIDGE

7 BREWERY PLACE
 BREWERY WHARF
 LEEDS
 WEST YORKSHIRE
 LS10 1NE

Tel: 0113 242 1672
 WWW.RIDGE.CO.UK

Client	Gem Construction Limited		
Project	Dennings Yard, York.		
Title	Proposed Line & Sign Layout		
Drawn	SS	Checked	ATK
Date	Aug 24	Date	Aug 24
Status	Construction		Scale 1:200
Project	Org	Zone	Lev
5025842	RDG	xx	xx
	DR	C	0003
			C04

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CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/67)
TRAFFIC ORDER 2025

Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4, 32, 35, 45, 46, 53 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act, proposes to make an Order which will have the effect of:

1. Introducing 'No Waiting at any time' restrictions in York, as follows:
 - (a) Compton Street, on its north west side:
 - (i) Between the projected southern kerblines of Clifton and a point 30 metres north east from the projected north eastern property boundary line of 1a Compton Street
 - (ii) Between the projected north eastern property boundary line of 1a Compton Street and a point 10 metres north east of the said line
 - (b) Dennings Mews, on both sides, from the projected western kerblines of Wigginton Road south west for the remainder of its length.
2. Introducing a Residents' Priority Parking Zone (Zone) for all classes of Residents' Priority Permit Holders comprising of **COMPTON STREET, GROVE VIEW, ROSSLYN STREET** and **WESTERDALE COURT**, York, the said Zone to be identified as Zone 65, that Zone to include all properties adjacent to and having direct private access to the said roads.
3. Designating the existing unrestricted lengths of **COMPTON STREET between the projected northern property boundary of 1a Compton Street south west for the remainder of its length, GROVE VIEW, ROSSLYN STREET** and **WESTERDALE COURT**, York within the proposed Zone described in paragraph 1 as a Residents' Priority Parking Zone for use only by Zone R65C 'Permit Holders' thereby providing unlimited parking for Permit Holders, the said lengths being identifiable by the placement of upright traffic signs at the Area 'entry' and 'exit' points (as opposed to the placement of Residents' Parking signs and road markings adjacent to the kerb).
4. Introducing a 24-hour Monday-Sunday Parking Places, providing a limited parking period of 120 minutes with 120 minutes 'No Return' period in Compton Street, York, on its north west side between points 10 metres and 30 metres north east from the projected north eastern property boundary line of 1a Compton Street.

A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 10th October 2025.

Dated: 19th September 2025 Director of City Development
Network Management, West Offices, Station Rise, York, YO1 6GA
Email: highway.regulation@york.gov.uk

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Resident original Correspondence

I saw the notice on Denning's Mews.

The active travel officer explained:

"TRO notice of proposal (number 11) – This is a notice of proposals, advertising the fact the CYC proposes to introduce double yellow lines on Dennings' Mews for the whole length of the street (see item 1b on the notice). It invites people who want to make representations about this proposal to send them at the highway.regulation@york.gov.uk email address or by post to West Offices."

Looking at the notice it says, "...at any time".

Will these double yellows be like those at the Deangate end of Minster Yard

<https://maps.app.goo.gl/cW4pMh5iXeHmUpFR7>

Will they mean no stopping by any vehicle for any reason? Ie no picking up, no setting down, no I'm just delivering a take out to a resident/dropping off a parcel...?

Will anyone be permitted to wait here? Royal Mail?

If the answer is 'The change will mean no stopping for anyone at any time for any reason' I am in favour of this type of double yellows.

I look forward to hearing from you

Officers Response

I can confirm that the proposal for Denning's Mews is for a 'No Waiting at any time' restriction, this is different from the area on Deangate, which also has No Loading at any time restriction.

The restriction on Denning's Mews does allow for vehicles to wait whilst undertaking loading activities, if a CEO witnessed a vehicle parked on the restriction, they would need to witness loading activities been undertaken (movement to/from the vehicle) to not issue a penalty charge notice. A 'No Waiting at any time' restriction does allow for a vehicle displaying a blue badge to park for three hours.

I hope that this helps to clarify the situation.

Please can you confirm if you would like to maintain your objection to the proposal.

Residents Formal Objection

Thank you for your time and patience.

I object to the no waiting at any time double yellows the limitations of which you explained to me. (Thank you for the text in double quotes below)

"I can confirm that the proposal for Denning's Mews is for a 'No Waiting at any time' restriction, this is different from the area on Deangate, which also has No Loading at any time restriction.

The restriction on Denning's Mews does allow for vehicles to wait whilst undertaking loading activities, if a CEO witnessed a vehicle parked on the restriction, they would need to witness loading activities been undertaken (movement to/from the vehicle) to not issue a penalty charge notice. A 'No Waiting at any time' restriction does allow for a vehicle displaying a blue badge to park for three hours."

These do not go far enough. They will not keep active travellers safe from motor vehicle movements. They will not protect the (likely) thousands of non-motorised users between Crichton Ave and the spiral and Crichton Ave and Wigginton Road southbound pavement, from other deleterious effects of the presence of motor vehicles in Denning's Mews.

They do not address the dangers I have seen, current abuses I haven't, and circumventions road users will practise and justify in future.

When a wide vehicle - for example the horse and cart I have experienced since the removal of the post at the top of the spiral using Foss Islands Path and the link over Denning's Mews to/from Crichton Avenue - is in situ, or a combination of users - a family group, or an individual - a child weaving to and from over the spiral, etc, other non-motorised users need to wait at the top till it is possible and safe to proceed. If the operators of other vehicles stop on Denning's Mews on the spiral side they may obstruct the access to/from the spiral and/or limit where people heading for Foss Islands Path can wait. If non-motorised users need to wait to proceed down the spiral they are at real risk from being hit by vehicles (including cycles) turning in to Denning's Mews.

The proposed lines will not deter or stop the parents/carers who use the Mews to pick up pupils after school.

All vehicles, no matter, how short the stay will obstruct the view of non-motorised users coming up, heading for, the spiral.

Any vehicle stopped on Denning's Mews will make it difficult for the drivers of other motor vehicles to turn and position themselves to leave using the marked lane and lights. It will be more time consuming. It will involve myriad small movements. These will put all users especially of non-motorised active travel modes at real risk of being hit and from exposure to air pollution.

I believe no waiting, no stopping, for anyone, at any time, for any reason, restrictions are required.



Meeting:	The Executive Member for Transport Decision Session
Meeting date:	28/04/2026
Report of:	Garry Taylor
Portfolio of:	Cllr. Ravilious. Executive Member for Transport

Decision Report: Consideration of representations received during the Statutory Consultation for the proposed amendments to the York Parking, Stopping and Waiting Traffic Regulation Order (TRO).

Subject of Report

1. Consideration of representations received, in support or objection, to the advertised proposals to amend the Traffic Regulation Order (TRO) detailed in Annexes A to P, which have been considered as part of the annual review process.
2. A decision on each proposal is important as it will provide the Council with the approval for an outcome and ensure the appropriate changes are made to the traffic restrictions to address the concerns raised if required.

Benefits and Challenges

3. The benefit provided from the annual review process are that the Council have listened to the issues and safety concerns that the residents have raised and considered the views of the wider area through the consultation process.
4. The challenges of the process are that the decisions made will not be the desired results of all residents and may create other issues for residents.

Policy Basis for Decision

5. The proposals have been brought forward following safety issues and concerns about parking. The proposals look to resolve the safety issues, which in some areas were creating issues with vehicles parking on footpaths and removing accessible safe routes, plus obstructing bus routes. The proposals also look to re-enforce the Highway Code and to support City of York Council's Transport Strategy, with particular attention applied to our transport hierarchy.

Financial Strategy Implications

7. The annual review process is undertaken to reduce the cost associated with an amendment to Traffic Regulation Orders by batching the works together. The Council has been able to advertise the proposed amendments of 87 different restrictions across the city, which has reduced the costs of press adverts (statutory requirement) and officer time through the creation of one report for all the proposal.

Recommendation and Reasons

8. It is recommended that the Executive Member consider the original proposals for each issue together with representations received and make a decision from the options given on the Ward/individual Annexes.
 - a) Implement as Advertised
 - b) Uphold the objections and take no further action
 - c) Implement a lesser restriction than advertised; for example a shorter length of restrictions
 - d) Other options relevant to the proposal and representations received

Reason: To ensure that appropriate changes are made to traffic restrictions to address concerns raised.

Background

9. The Council receives a number of non-urgent requests for changes to the TRO each year. Typically, these are for additional “no waiting at any time” (double yellow line) restrictions or minor changes to Residents’ Priority Parking (ResPark) Schemes. These requests are considered together on an annual basis; this saves officer time and money, because any changes can all be advertised at the same time, which helps to ensure parity of treatment. In each case site visits are carried out to determine to what extent there is a traffic management or safety problem.
10. The approval to advertise the proposed changes to the TRO was received under the officer decision and granted by the Director of Environmental and Regulatory Services. The Notice of Proposal was advertised on the 31st October 2025, providing a consultation period of 3 weeks to provide representations on the proposals. As part of the consultation the Council posted copies of the Notice of Proposal on the affected streets and in the local newspaper and also hand delivered letters to properties in the immediate vicinity to make them aware of the proposal. The local Ward Cllrs and Parish Council also received copies of the proposals for their areas.
11. During the consultation period the Council received objections to 42 of the 85 proposals advertised, all of which are contained within this report. The 43 areas that did not receive any representations in objection have already been progressed to implementation.

Consultation Analysis

12. The Notice of Proposal was advertised on the 31st October 2025, which allowed the required 3 week statutory consultation period.
13. The representations received in response to the consultation period are all contained within the Annexes to the report, within the relevant ward, which also contains officer analysis of the consultation responses for each proposal. In addition, a representation received that included suggested alternatives in relation to Front Street, Naburn(Annex P, item 2) are included as Annexes.

Options Analysis and Evidential Basis

14. The analysis of the options and recommendations for the Executive Member decision are all contained in the Annexes to this report within the relevant Ward for the proposal.

Organisational Impact and Implications

- 15.
- **Financial**, None, the implementation of any approved restriction will be covered by the signs and lines budget.
 - **Human Resources (HR)**, None, any enforcement of approved restrictions will fall to the Civil Enforcement Officers necessitating an extra area onto their work load, although they are already receiving reports of vehicles parked in the area and not currently able to enforce, which is creating work.
 - **Legal**, The proposals require amendments to the York Parking, Stopping and Waiting Order 2014: Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply.

The statutory consultation process for Traffic Regulation Orders requires public advertisement through the placing of public notices within the local press and on-street. It is a requirement for the Council to consider any formal objections received within the statutory advertisement period of 21 days. Formal notification of the public advertisement is given to key stakeholders including local Ward Members, Town and Parish Councils, Police and other affected parties.

The Council, as Highway Authority, is required to consider any objections received after formal statutory consultation, and a subsequent report will include any such objections or comments, for consideration.

The Council has discretion to amend its original proposals if considered desirable, whether or not, in the light of any objections or comments received, as a result of such statutory consultation. If any objections received are accepted, in part or whole, and/or a decision is made to modify the original

proposals, if such a modification is considered to be substantial, then steps must be taken for those affected by the proposed modifications to be further consulted.

When considering whether to make or amend a TRO, CYC as the Traffic Authority needs to consider all duly made objections received and not withdrawn before it can proceed with making an order.

A TRO may be made where it appears expedient to the Council to do so for the reasons set out in section 1 of the Road Traffic Regulation Act. These are:

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or

(b) for preventing damage to the road or to any building on or near the road, or

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or

(d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or

(e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot, or

(f) for preserving or improving the amenities of the area through which the road runs or

(g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

In deciding whether to make a TRO, the Council must have regard to its duty as set out in section 122(1) of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as well as the provision of suitable and

adequate parking facilities on and off the highway so far as practicable while having regard to the matters specified below:

(a) the desirability of securing and maintaining reasonable access to premises;

(b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;

(bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)

(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and

(d) any other matters appearing to the Council to be relevant.

The Council is under a duty contained in section 16 of the Traffic Management Act 2004 to manage their road network with a view to securing the expeditious movement of traffic on the authority's road network, so far as may be reasonably practicable while having regard to their other obligations, policies, and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination, or reduction of road congestion (or other disruption to the movement of traffic) on their road network. It may involve the exercise of any power to regulate or coordinate the uses made of any road (or part of a road) in its road network.

- **Procurement**, Any public works contracts required at each of the sites as a result of a change to the TRO (e.g. signage, road markings, etc.) must be commissioned in accordance with a robust procurement strategy that complies with the Council's Contract Procedure Rules and (where applicable) the Public Contract Regulations 2015. Advice should be sought from both the Procurement and Legal Services Teams where appropriate.).
- **Health and Wellbeing**, There are no Health and Wellbeing implications.

- **Environment and Climate action**, There are no Environment and Climate Action implications.
- **Affordability**, There are no Affordability implications.
- **Equalities and Human Rights**, The Council recognises its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions). The impact of the recommendation on protected characteristics has been considered as follows:
 - Age – Positive, the introduction of parking restrictions will remove obstructive parking and conflict of movement, which will make a safer environment for all road users;
 - Disability – Positive, the introduction of parking restrictions will remove obstructive parking and increase the available area for use by all user, whilst the introduction of 'No Waiting at any time' restrictions would allow for vehicles displaying a Blue Badge to park to park for 3 hours;
 - Gender – Neutral;
 - Gender reassignment – Neutral;
 - Marriage and civil partnership– Neutral;
 - Pregnancy and maternity - Neutral;
 - Race – Neutral;
 - Religion and belief – Neutral;
 - Sexual orientation – Neutral;
 - Other socio-economic groups including :
 - Carer - Neutral;
 - Low income groups – Neutral;
 - Veterans, Armed Forces Community– Neutral
- **Data Protection and Privacy**, The response to the proposal have been received by residents, Ward Cllrs and Parish Council but the report does not contain any personable information.
- **Communications**, There are no communications implications.
- **Economy**, There are no Economy implications.

Risks and Mitigations

16. No detrimental risks have been identified

Wards Impacted

17. Acomb, Bishopthorpe, Clifton, Dringhouses & Woodthorpe, Fulford & Heslington, Guildhall, Haxby & Wigginton, Heworth Without, Holgate, Huntington & New Earswick, Micklegate, Rawcliffe & Clifton Without, Rural West, Strensall, Westfield and Wheldrake.

Contact details

For further information please contact the authors of this Decision Report.

Author

Name:	Garry Taylor
Job Title:	Director of City Development
Service Area:	Place
Telephone:	01904 552547
Report approved:	Yes/No
Date:	DD/MM/YYYY

Co-author

Name:	Geoff Holmes
Job Title:	Traffic Projects Officer
Service Area:	Place
Telephone:	01904 551475
Report approved:	Yes/No
Date:	DD/MM/YYYY

Background papers

<https://democracy.york.gov.uk/ieDecisionDetails.aspx?ID=7541>

Annexes

Annex A, Acomb Ward

Annex B, Bishopthorpe Ward

Annex C, Clifton Ward

Annex D, Dringhouses & Woodthorpe Ward

Annex E, Fulford & Heslington Ward

Annex F, Guildhall Ward

Annex G, Haxby & Wigginton Ward

Annex H, Heworth Without

Annex I, Holgate Ward

Annex J, Huntington & New Earswick Ward

Annex K, Micklegate Ward

Annex L, Rawcliffe & Clifton Without

Annex M, Rural West Ward

Annex N, Strensall Ward

Annex O, Westfield Ward

Annex P, Wheldrake Ward

Annex P1a, Suggestion received for Front Street Naburn

Annex P1b, Front Street Naburn Alt Plan 1

Annex P1c, Front Street Naburn Alt Plan 2

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Annex A

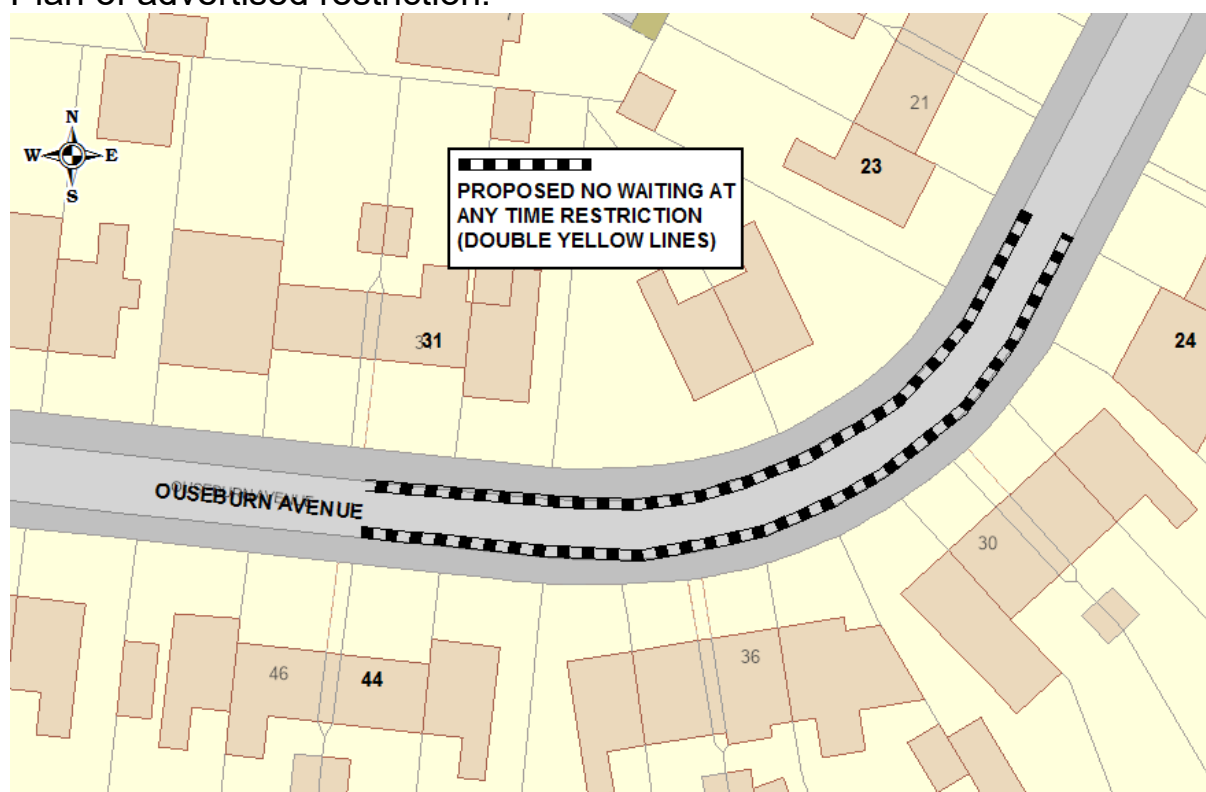
Acomb ward

A1**Location: Ouseburn Avenue****Nature of problem and plan of advertised proposal.**

Details received on file were:

Vehicles parking on the footpath of the bend, leading to pedestrians having to walk in the carriageway unsighted by vehicles and vehicles being unsighted to each other when rounding the bend.

Plan of advertised restriction:

**Representations Received.**

We received 6 objections and 1 representation in support of the proposed restriction.

Objections:

- By introducing double yellow lines along this section, the removal of parked vehicles may unintentionally increase vehicle speeds, particularly around the bend. At present, parked cars naturally calm traffic by requiring drivers to slow down. Without this, there is a risk that the bend could become more dangerous for residents, pedestrians, and other road users.
- I would be grateful if you could consider appropriate traffic-calming measures as part of these changes, or review whether the current proposal could be adjusted to maintain safety at this location.

- the main problems with the street is everyone parking on the street around the bend even if they have a drive or its visitors that park there even tho they are visiting someone from 5-10 houses away, the yellow lines would stop that but for the people who live there if we need to park on the street for any reason are we going to get fined? I feel like you've seen the problem but chose to hinder the people that live their not just stop the visitors clogging the streets up, i strongly appose this idea as do most of our street, is there no better alternative? How about resident badges for the people who live on the street where the lines will be? Then your not just making our lives harder just actually solving the problem?
- Outlined will be no waiting at any time restrictions in place on the bend of Ouseburn Avenue. I do know that this is a bad bend to see oncoming traffic and can cause little inconvenience to both directions. If people are travelling fast I do believe that an accident could happen. And I can see that with the parked cars along this section of road this increases the danger. Initially, I did think this would be a good idea. However, the more I thought about the proposal, the more I thought of the problems that doing this would cause down the line.

Unfortunately, people need cars to get to work etc, so simply removing the ability to park outside their homes will not dissuade people from using cars. The cars/vans currently parked in this section will undoubtedly move further up and down the road creating the same trouble of line of sight/getting through elsewhere along Ouseburn Avenue.

If the reasoning is to stop people from parking on the pavement, I, unfortunately, believe my above point stands - the trouble will simply move further up and down Ouseburn Avenue. Currently it is mostly on the "odd" number houses side with the "outer" side of the road being the route both take.

To help with making people slow down enough to prevent any accidents, would having several full width speed humps be more beneficial? There are other humps on roads nearby (namely Almsford Road) which would be ideal to match on Ouseburn Avenue. This could also prevent people using it as a cut through which, I believe, is the majority of speeding vehicles.

Another suggestion I would like to introduce would be to turn the section between the crossroads at Wheatlands Grove to Boroughbridge Road a one way system. I do not have the knowledge or qualifications to say which way would be best however I'm sure that there are people in office who could work out the best direction for this section of road. This completely

eliminates the possibility of meeting oncoming vehicles from either side and creates a safer route throughout without the need of putting double yellows lines.

If you would like an input, my initial thoughts would be one way from Boroughbridge Road side as this would prevent the cut throughs from Beckfield Lane and would only have the households along this section of Ouseburn Avenue needing to turn from Boroughbridge Road.

I want to point out that I live at number .. Ouseburn Avenue and can get my work vehicle and other vehicles on the drive so having the double yellows outside my house does not effect my ability to park outside my house, only visitors parking. However, what does concern me is having the cars currently parked in this section being forced to move further along the road creating more congestion/parking issues for others who also park outside their houses. I would fully support speed humps to slow down drivers and/or a one way system along Ouseburn Avenue.

- This proposal is unacceptable for the following reasons:

Road Safety Concerns:

Removing the ability to park on one side of this tight bend will likely encourage vehicles to take the corner at higher speeds, increasing the risk of accidents. Currently, parked cars act as a natural traffic-calming measure.

Access and Practicality for Residents and Deliveries:

The proposal will make it significantly harder for residents to unload vehicles or receive deliveries. Double yellow lines typically prevent stopping, which is impractical for households with limited off-street parking. Delivery drivers will have no safe or legal place to stop, causing disruption and inconvenience.

Impact on Families and Community:

Across the street, families with young children rely on nearby parking. Forcing them to park further away on already congested roads will increase risks for pedestrians and children crossing the street.

Parking Pressure Will Escalate:

The surrounding area already suffers from high parking demand. Removing spaces will exacerbate congestion and displace vehicles to unsuitable locations, creating wider problems.

Consultation Process is Outdated and Inaccessible

Requiring residents to visit council offices to view documentation in the digital age is intentionally inconvenient

and creates a barrier to participation. This process must be modernised to allow full online access to all relevant documents.

In summary, this proposal will reduce safety, harm accessibility, and negatively affect the community. I strongly urge the Council to withdraw these plans immediately.

- I live right on the bend so i see everything that happens there on the bend.

if you put double yellows it will not help with traffic it will make it worse,

the problem we have cars park on the opposite side of the road and it slows cars down coming round the bend if them cars can't park there and its wide open there will be an accident.

cars already speed round that bed double yellow lines will make it worse.

i and all my neighbours will object we recommend the 2 speed humps be installed on each end of the bed and that will solve any speeding.

my neighbours all have 3 cars at each property and there would be no place to park as the street is a busy street.

please don't put double yellows there it will 100% cause an accident and i will keep a copy of this email to send to the evening press after an accident happens to show them i warned you.

- My grounds for objections is where are residents going to park myself and 3 adult children have cars we can fit 3 on drive at a push but the 4th one usually parks opposite to my address so cars will be getting parked either further up or down the street causing more chaos on the street, also if you have workmen working at your address or a delivery where do they park ? I do run a business from home so customers will not be able to pick up from my address.

When there is no cars parked on the road cars do go faster more than the 20miles zone, on what grounds warrants a "No Waiting at anytime restriction" ?

I think Ouseburn Ave would benefit with either speed bumps or chicaines , or maybe bollards at one end so people can't use as a cut to either Beckfield lane or boroughbridge road

In support:

- Whilst I support in theory a parking restriction on Ouseburn avenue, I have a concern that this will just push parking to other parts of the road. This will be problematic for being able to see any oncoming traffic when exiting my drive. Is there anything that can be done about this? It would significantly increase the risk of collision with another road used for me and my neighbour. Is there scope to extend my dropped kerb to make it implausible for a vehicle to park there thus the risk of me exiting my driveway remains the same?

With that small amendment I would be happy to support the proposed amendment.

Officer analysis and recommendation

We understand the concerns of the residents, however the width of the street and poor visibility on the bend suggest that speeds will remain low with the restrictions in place.

The current Agilysis speed data for Ouseburn Avenue is:

Speed limit: 20mph

Mean speed: 16.1 mph

85th percentile: 20.1 mph

The parking taking place on the north side of the bend is currently restricting access to the footpath, leading to pedestrians being unable to proceed and having to cross the road on the apex of the bend, often in close proximity to parked vehicles.

The restrictions would lead to a displacement of parking. However, the parking would no longer be taking place in a dangerous location on the bend. The restriction would provide greater visibility for all road users and provide full pedestrian access along the footpath.

Options:

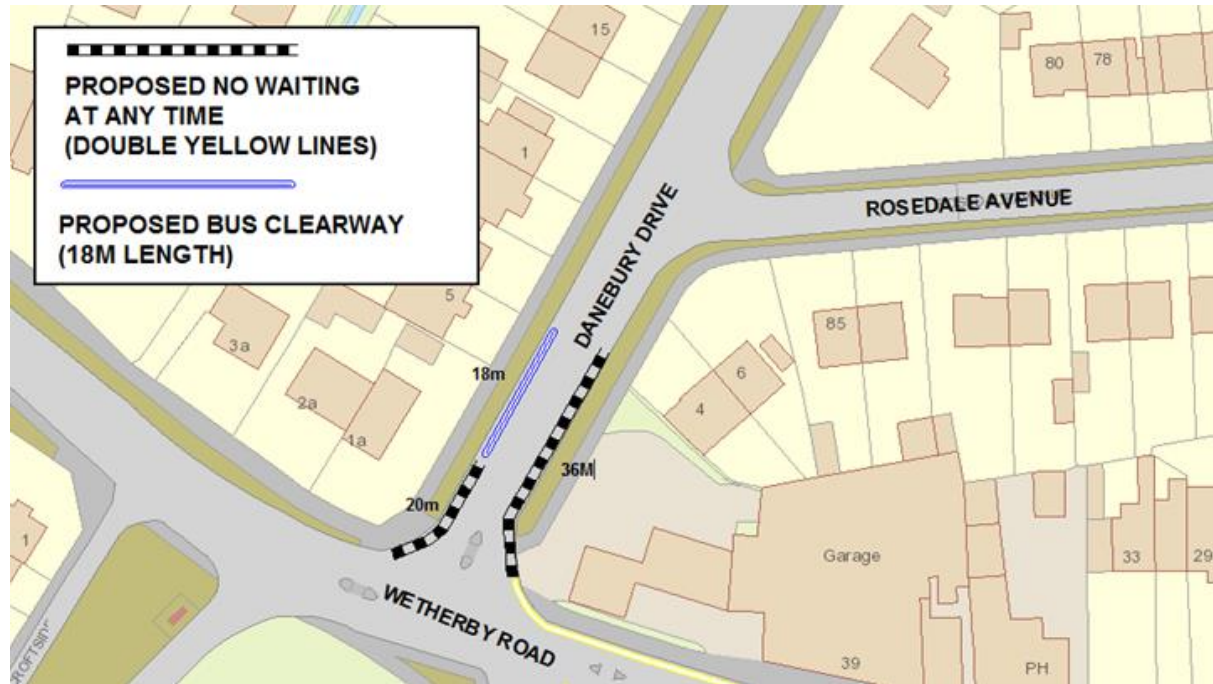
1. Implement as Advertised-**Recommended, with Speed Data Radar surveys completed before implementation and 3-6months after.**
2. Take no further action.
3. Implement a lesser restriction than advertised.

A2**Location: Danebury Drive****Nature of problem and plan of advertised proposal.**

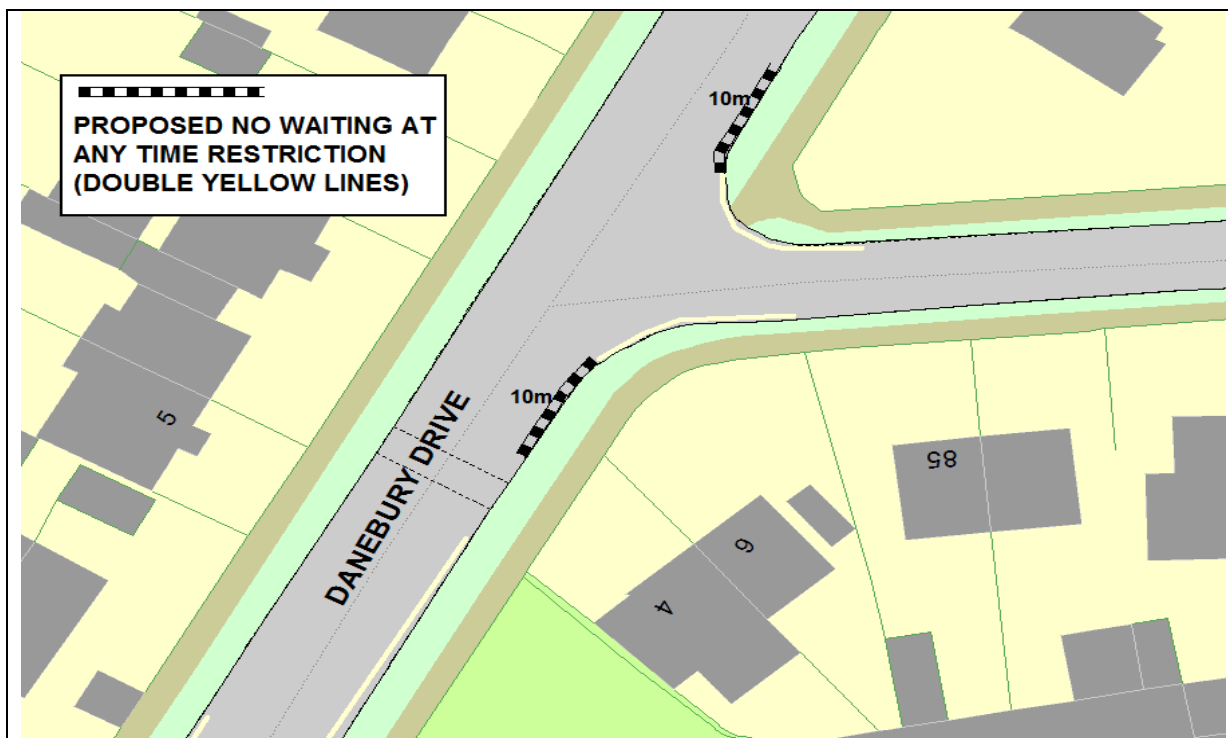
Details received on file were:

Issue of vehicles parking close to the junction on Danebury Drive and restricting visibility when exiting Rosedale Avenue. The junction of Danebury Drive/Wetherby Road was raised in a previous review.

Please find below a plan showing the previously implemented restrictions:



Following implementation, residents raised the issue of restricted visibility when exiting Rosedale Avenue. We advertised to extend the existing no waiting at any time restriction by 10m to increase visibility when exiting Rosedale Avenue, as per the plan below.



Representations Received.

We received 1 objection and 1 representation in support of the proposed restriction.

Objection:

- Firstly I would like to say I object for several reason following. Putting the double yellows outside my property would stop any visitors/colleagues and workman been able to park close to my property and the house in recent times has been undergoing a large amount of building works and repairs which are not finished. The double yellow lines will not get to the route of the problem that garage next door to me have a large forecourt which essentially is used as a scrap yard with cars been left for years without been touched causing antisocial behaviour and attracting thieves. If the forecourt was clear of these cars from the garage wouldn't have to park along Danebury drive. Putting the double yellow lines would only move the vehicles further down Danebury drive, Rosedale avenue, Wetherby road, and the sides of the Acomb green. This would deter people from been able to use the businesses and the green which would have an impact on the area.

Also, the white lines at the end of Rosedale Ave on to Danebury drive are not existent which makes the junction hard to understand if you're unfamiliar.

When the pervious double yellow lines where installed I objected for the same reason also I requested my driveway be widened as part of the scheme which may make it possible to get an extra vehicle on my driveway, but this was declined.

I actually believe the double yellow lines are being done for profit not as an actual safety measure. The bus stops I believe outside of my property's should be marked out but this also include outside the Sun inn, 5 Danebury drive and further down the street.

In support:

- I am writing in support of the proposed parking restrictions on Danebury Drive at its junction with Rosedale Avenue, paragraph 1(s) of the recently published draft order.

I am a resident of Granger Avenue and frequently use this junction for egress into Danebury Drive. This manoeuvre is regularly made extremely dangerous by the presence of parked cars and vans on Danebury Drive right the way up to the junction on both sides.

These vehicles obscure any vehicles approaching from the right, and to a slightly lesser extent, the left. The simple implementation of the parking restriction will alleviate this danger.

I am aware that this proposal, which I supported at the time, was made a few years ago, and as the result of consultation a pared back scheme restricting parking only on Rosedale Avenue was implemented. This achieved absolutely nothing in terms of the aim of improving the safety of the junction for road users. The proposal will not affect residents fronting the proposed restriction as they all have drives for parking, and would in fact make their entry and egress onto Danebury Drive safer.

I therefore urge you to implement the restriction in full this time to ensure that the junction is safe for all road users.

Officer analysis and recommendation

The proposed restrictions would provide increased visibility in both directions when exiting Rosedale Avenue and are in line with the highway code. A section of unrestricted carriageway would remain for one vehicle and loading/unloading is permitted from double yellow lines providing the activity is continuous.

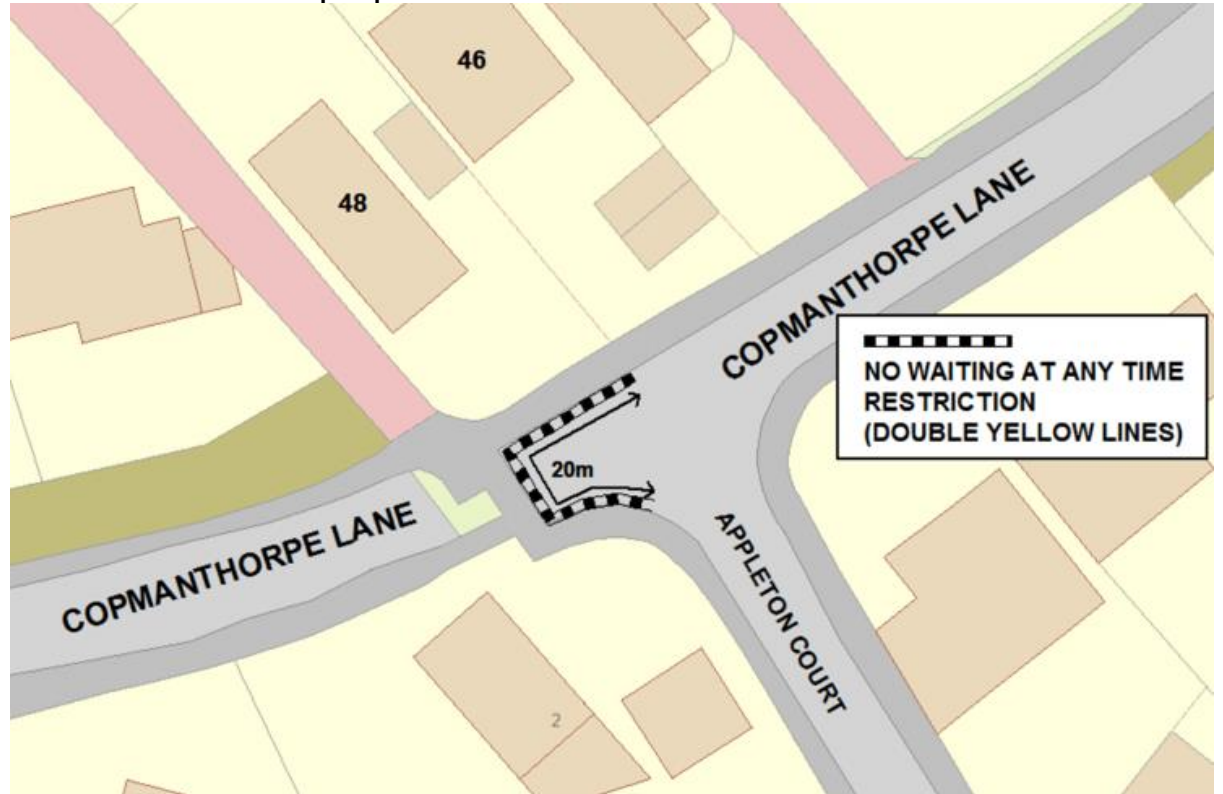
We will also request the give way markings are refreshed at the junction of Rosedale Avenue.

Options:

1. Implement as Advertised- **Recommended.**
2. Take no further action.
3. Implement a lesser restriction than advertised.

Annex B

Bishopthorpe ward

B1	Location: Copmanthorpe Lane-Appleton Court
<p>Nature of problem and plan of advertised proposal.</p> <p>Details received on file were: An issue of parked vehicles preventing cyclists access/egressing Route NCN 65. Entrance to and egress from the cycle route is from Copmanthorpe Lane/Appleton Court, which is a residential street. There is a vehicle access (dropped kerbs) to 48 and 46 Copmanthorpe Lane that extends to the end of the turning head for access to the cycle route and footpath.</p> <p>Plan of advertised proposal:</p> 	
<p>Representations Received.</p> <p>We received 1 objection to the proposal</p> <p>Objection:</p> <p>As the residents of ... Copmanthorpe Lane, Bishopthorpe, we are contacting you to put forward our concerns and objections to the Notice of Proposal regarding the above-mentioned restrictions outside no. 48 Copmanthorpe Lane, as follows:</p> <ul style="list-style-type: none"> • We share a driveway in the proposed area on Copmanthorpe Lane. If double yellow lines are painted outside their boundary line, drivers may think they can park up to those double yellow lines. In 	

this case, our driveway will be blocked. We have already had instances of this happening as our house is set back from no. 48 and drivers do not always see our property.

We believe that the proposal for double yellow lines will lead to more cars being parked outside our property.

Cars approaching from Appleton Court will have no reason to slow down if they know there are parking restrictions in place. We have already had instances of cars from Appleton Court coming round the corner very quickly, leading to near misses when we have been turning in to / coming out of our drive.

Cyclists coming down the cycle path will have no reason to slow down if the parking restrictions are in place. Again, we have had near misses with cyclists cutting across / in front of us when we have been turning in to / coming out of our drive.

Regarding the first point detailed above, since nos. 46 and 48 share a driveway, we believe it makes more sense to put a white line across the entrance to the full driveway to denote a driveway / no parking, as is the case with several properties on Copmanthorpe Lane near the Methodist Church / opposite the junior school.

Also, given the issues with cars from Appleton Court approaching at speed, we would like to see a dotted white line across Copmanthorpe Lane at the intersection with Appleton Court - after all Appleton Court is a different road to Copmanthorpe Lane and the road markings should denote this.

Officer analysis and recommendation

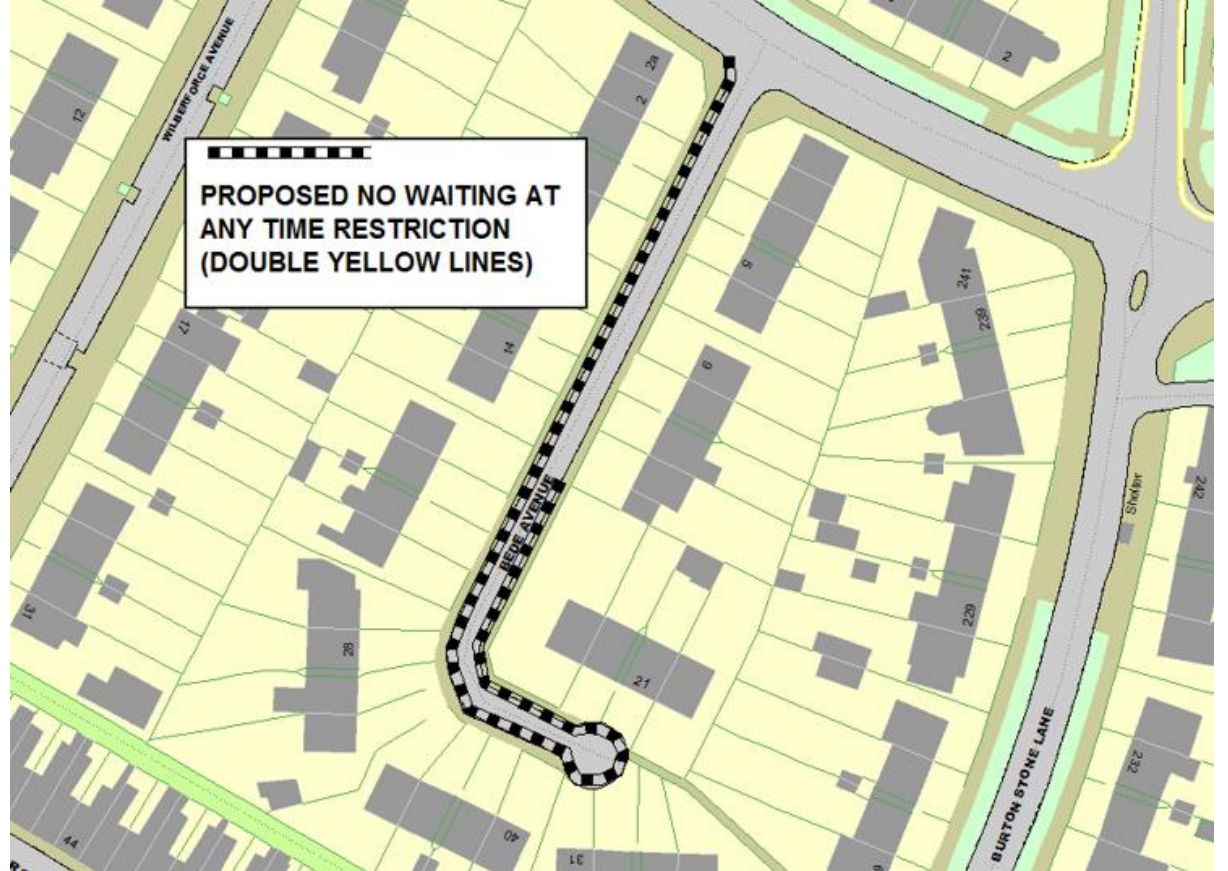
The advertised restriction extends to the projected boundary line of 46/48 Copmanthorpe Lane, this is in line with the end of the dropped kerbs shared by the residential properties. The restriction would help to maintain clear access/egress for the properties of concern. It would also provide increased visibility for the cycle path and footpath ensuring the access/egress is kept clear.

Options:

- 1. Implement as Advertised-Recommended.**
2. Take no further action.
3. Implement a lesser restriction than advertised.

Annex C

Clifton ward

C1	Location: Bede Avenue
<p>Nature of problem and plan of advertised proposal.</p> <p>Details received on file were: Issues of vehicles parking on the footpath leading to pedestrians being unable to access the footpaths and larger vehicles being unable to access to the full length of the cul-de-sac. Bede Avenue is a very narrow residential cul-de-sac. The carriageway width is 4.2m. There are footpaths on each side of the carriageway. One measuring 1.3m and the other is 1.8m in width. Of the 38 properties on Bede Avenue, four do not have off-street parking amenity.</p> <p>Proposal to implement no waiting at any time restrictions to provide access to the full length of the street and turning head.</p> <p>Plan of advertised proposal:</p> 	
<p>Representations Received.</p> <p>We received 3 objections to the proposal.</p> <p>Objections:</p> <ul style="list-style-type: none"> I do not have a driveway to be able to park my car on. Will there be parking permits for residents of Bede Avenue who do not have driveways? I have cameras at the front of my property so that I am 	

able to keep an eye on my car and would not like to park it out of sight. What happens to the visitors of residents? Where do they park? I have a daughter with a new baby, again I wouldn't want her to have to park far away.

- 1. The Statement of Reasons does not apply to this location
The proposal states that waiting restrictions are intended for areas “adversely affected by indiscriminate/obstructive parking” to improve safety, reduce congestion, and protect local amenities. However, my street is a quiet cul-de-sac with no history of nuisance parking, congestion, or obstruction. Residents and visitors park responsibly, and there is no through-traffic. The street layout naturally limits vehicle speeds and traffic flow, and no incidents have occurred that would justify intervention. Introducing double yellow lines here would not address any genuine problem, because none exists.
- 2. Negative impact on residential amenity
Parking is already limited in the area due to the cul-de-sac design. If double yellow lines are installed, there will be nowhere for visitors, carers, family, or tradespeople to park safely and legally. This would materially reduce the amenity of my home and the liveability of the street.
The Council’s own statement highlights the aim of “balancing residential and commercial considerations” and “improving local amenities”. In this case, the proposal would do the opposite by removing essential visitor parking from a residential area that relies on it.
- 3. Disproportionate impact on my wellbeing and ability to receive support
I live alone and I suffer from depression. Visits from friends, family, and support networks are a vital lifeline for my mental wellbeing. If the proposed restrictions are introduced, my visitors would effectively be unable to park anywhere nearby. This would significantly reduce my social support, which would have a serious negative effect on my mental health.
I ask that the Council fully consider the Equality Act 2010 duties, particularly the requirement to avoid policies that disproportionately disadvantage individuals with health conditions or disabilities.
- 4. Lack of evidence and absence of local consultation feedback
To my knowledge, no evidence has been provided to demonstrate the need for double yellow lines in this street. Nor has there been any record of complaints or safety concerns from residents. A measure that will severely impact residents should be supported by clear, justified reasoning, which is currently lacking.

Conclusion

For the reasons outlined above, I respectfully request that City of York Council withdraw or reconsider the proposal for double yellow lines in this cul-de-sac. The stated objectives of the Traffic Order simply do not apply here, and the restriction would cause unnecessary harm to residents—particularly to vulnerable individuals like myself who depend on visitors for essential wellbeing and support.

- From what the plan is showing there will be double yellow lines down Bede Avenue excluding 1A to 15 Bede Avenue this is going to cause the problems with access to my property as currently there are up to 2 cars parked directly opposite my property at a time now and I cannot drive straight on or off without multiple manoeuvre's.

There will be more car's trying to cram down here and others who visit down here park on the road too.

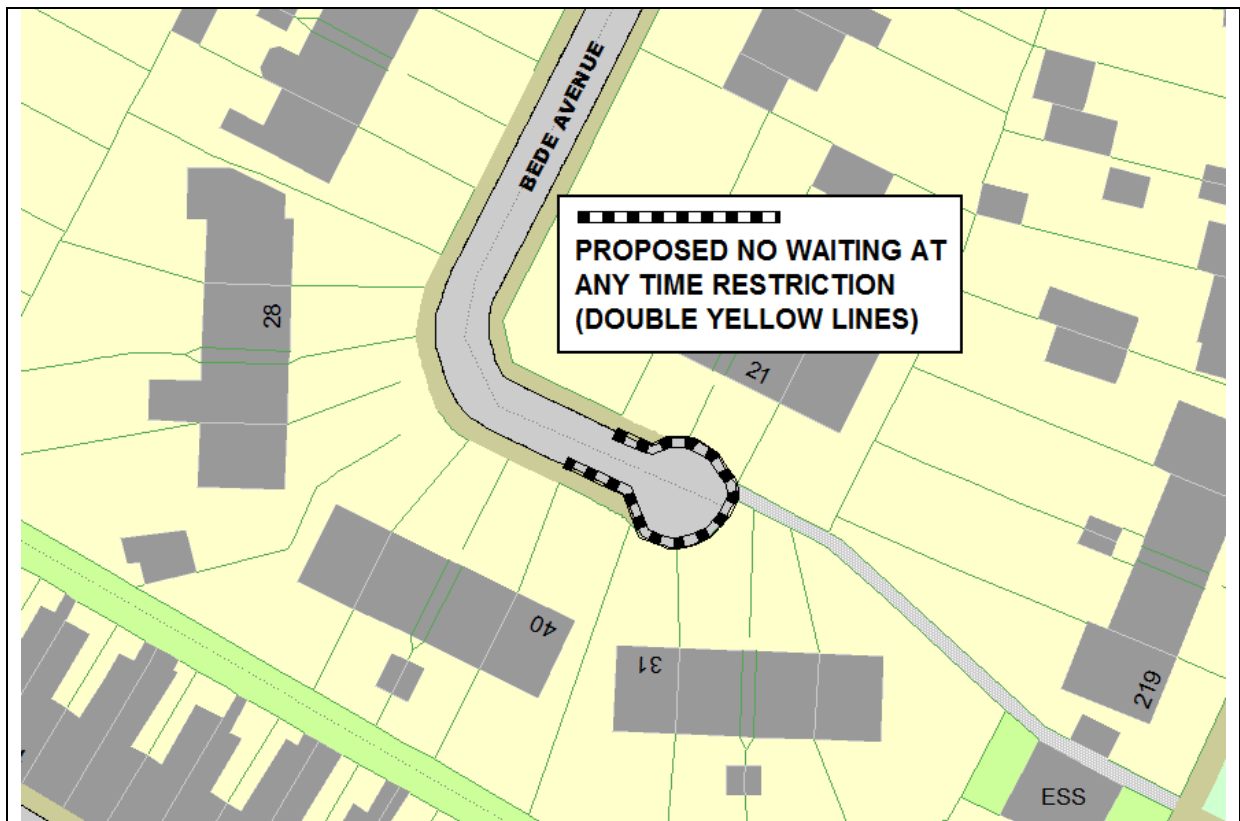
Officer analysis and recommendation

Vehicles parking in the turning head are restricting access and preventing vehicles from using the area for its intended purpose.

Our Waste Services team were contacted for comments on any reported access issues but did not respond with any comment.

As such the recommended option is to implement a lesser restriction than advertised which will address the access issues within the turning head and ensure some space for residents and visitors to park is maintained. Blue badge holders can park on double yellow lines for up to 3 hours providing they are not causing an obstruction. In addition, loading and unloading can take place from the proposed yellow lines providing the activity is continuous.

In conclusion, having considered the objections and representations the issues initially reported and our obligations to consider all highway users, including groups with protected characteristics under the Equality Act 2010 we now recommend a lesser restriction than first advertised, as per the plan below



Options:

1. Implement as Advertised- Not recommended
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- **Recommended**

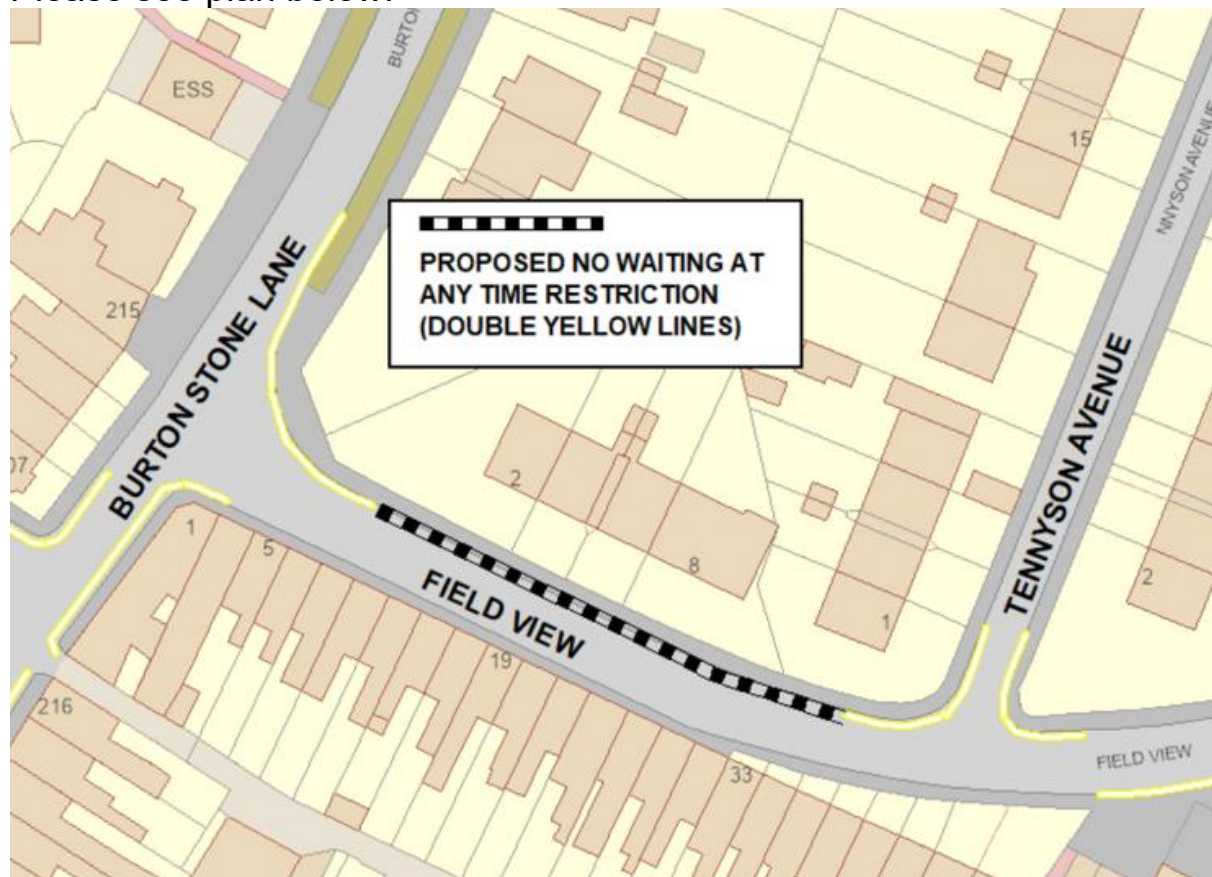
C2**Location: Field View****Nature of problem and plan of advertised proposal.**

Details received on file were:

Cllr Myers raised the issue of vehicles parking on the footpath leading to pedestrians being unable to access the footpath. Vehicles are also parking too close to the junction. There is currently 20m of no waiting at any time restrictions (Double yellow lines) on the north side of Field View and 8m on the south side leading from the junction of Burton Stone Lane. The north side of Field View has 4 properties, all with off street parking amenity for a minimum of two vehicles. The south side are terraced properties.

We proposed to extend the existing restrictions on the north side of Field View, between Burton Stone Lane and Tennyson Avenue.

Please see plan below.

**Representations Received.**

We received 3 objections and 1 representation in support of the proposal.

Objections:

- I wish to provide formal comments regarding the following proposal:
"Field View, on the north side, between a point 15 metres west

from the projected western property boundary line of No. 4 Field View and a point 12 metres west from the projected centreline of Tennyson Avenue.”

As a resident of Field View, I wish to express my strong objection to this proposed order for several reasons.

Firstly, there appears to be no clear justification for the proposal. The only reasonable assumption is that it is intended to improve traffic flow or to restrict waiting and visitor parking. However, as someone who lives on the street, I can confidently state that traffic flow issues are extremely rare, and there is no evidence of visitors parking in these areas to an extent that would warrant such restrictive measures.

Real-world impact

Parking on Field View, particularly during working hours, is already very difficult. This situation significantly affects residents' daily lives. For example, it is often impossible to find parking on the street upon returning from short trips during the day. The core issue arises from the lack of resident-only parking and the fact that many York Hospital employees park on nearby residential streets to avoid hospital parking fees.

If these plans are implemented, the council's actions will directly worsen an already challenging situation. Reducing available parking space will make it even harder for residents to park near their homes.

Proposed solution

The underlying issue is not traffic flow, but the excessive number of non-residents parking in the area — particularly hospital staff. The council should address this root cause rather than impose restrictions that penalise residents. I would therefore propose the following:

1. Introduce resident permit parking on Field View and surrounding streets to deter non-residents from parking in residential areas.
2. Provide adequate parking arrangements for York Hospital staff and visitors, including reduced fees or reimbursement schemes, to encourage them to use designated parking facilities rather than residential streets.

Thank you for taking the time to consider my comments. I urge the council to review the real-world impact of these proposals on local residents. As someone directly affected, I can assure you that these changes would have a significant and negative effect on myself and my neighbours.

- I object to the proposals for Field View and Tennyson Avenue.

My reasons

1. Clearer routes with no other measures to reduce speeds or change behaviours means faster motor vehicles.

2. Higher speeds are intimidating. They make it less safe to walk, wheel and cycle. They make moving around other than in a motor vehicle feel much less safe. This reduces the desirability of those modes and depress the likelihood of people making trips actively. When people reduce their levels of physical activity this exacerbates health conditions and leads to new ones. It reduces peoples length of life and their quality of life.

If people do not feel they can leave the house or only do so when they really have no choice they become isolated and may withdraw from interaction with others.

When people stop moving around actively the 'mix' of who is out on the cycle routes, pavements, streets and paths gets less representative of society. This is a downward spiral. The streets feel ever less safe. We don't meet our neighbours. We therefore lose the chance to find commonalities that supersede differences.

3. Higher speeds create more pollution.

I recall Cllr Myers, the Clifton Ward Councillor, said he wants pollution monitoring on Burton Stone Lane at the northern end. This area has as its boundaries: the York-Scarborough rail line, Crichton Avenue and Burton Stone Lane. These are considerable sources of pollution.

We also have the Nestle factory and the hospital which themselves likely contaminate our air in addition to the congestion the latter causes on Crichton Avenue, Burton Stone Lane and Wigginton Road which affects the residents north of Bootham, south of Crichton Avenue and east of Burton Stone Lane.

Plus, some residents use fires to heat their home and water. The fuel used contributes to the air pollution in these streets as do the wood burners used in some dwellings.

These contribute to the respiratory conditions some people in these streets suffer.

4. This is, according to our Ward Councillor, the second most deprived ward in York. Many residents of these streets use mobility aids. Some have mental health conditions. There is illegal drug taking in the area. We need streets and spaces that invite us to leave the house and to take free, when we want it, exercise such as walking, wheeling and cycling in the locality. The proposals will prioritise motor vehicles and those who own them. They will increase the them and us divisions. They will make it less attractive to even leave the house and make it difficult or

impossible for some people to get to the local shops – Sainsbury's and Heron on Burton Stone Lane and to take exercise close to their homes.

5. The parked vehicles will not evaporate. Without improvements to the streetscape that make it easier and safer feeling to swap to other modes there won't be a reduction in motor vehicle use. The problems will move to neighbouring streets themselves already choked and where drivers park on street corners obstructing the pavement, dropped kerbs and sight lines:

Haughton Road:

<https://www.cyclestreets.net/location/222075>

Hillsborough Terrace:

<https://www.cyclestreets.net/location/222080/>

Hudson Street:

<https://www.cyclestreets.net/location/221100/>

Ratcliffe Street:

<https://www.cyclestreets.net/location/222077/>

6. The proposed measures mean blue badge drivers can park for up to three hours. And some do already. On the north side of the street. Obstructing the pavement and cross overs. The yellow lines proposed mean people can load. They will continue to do so. The lines will not keep the routes reliably clear. They will not keep the pavements clear for pupils, carers and their dependants to walk or wheel along. The corner opposite Mrs Greedy's cafe is parked on continually... When drivers leave, others arrive.

Parking on this corner means the pavement is obstructed so people cannot be certain they can get from one end of Field View to the other without the need to use the road. But if you have a buggy, are in a wheelchair, are pushing someone in a wheelchair, have some designs of wheeled walking aid, you cannot get on and off the pavement without a dropped kerb. Unless a route is certain to be clear people will not be able to use it.

The measures will not ensure the pavements are clear of obstructions. The changes will keep the status quo...

<https://www.cyclestreets.net/location/222139>.

People will need to walk and wheel in the road but with faster motor vehicle speeds from drivers who don't understand or care why there are pedestrians, mobility scooters, buggy pushers, and children on scooters and balance bikes in the road.

7. The proposals will still permit loading. This means neither the road nor the pavement will be clear. Scaffolding lorries, and others of this size such as removals vehicles, and those dropping off/picking up building materials and portable toilets, will still need

to attend council properties, rental properties and owner occupied dwellings. They will narrow the road, use the crossovers to get two wheels on the pavement and remain there until the job is done. Commercial drivers usually have no connection to an area they deliver to or work in. They do not know or care when children go to and from school or that in this area they make those journeys on foot, a scooter or a cycle/balance bike. Or that many people on these streets use mobility aids and how motor vehicle speeds, driver behaviour, pavement parking and obstructed or inadequate dropped kerbs can deter someone from even leaving the house.

8. Field View usually looks like this – day and night:

<https://www.cyclestreets.net/location/222137>

City of York Council needs its housing stock to be fit for purpose; landlords to meet their legal obligations and all residents to live in safe warm homes.

The proposals will make it difficult or impossible for trades to find somewhere to park:

<https://www.cyclestreets.net/location/222140>

<https://www.cyclestreets.net/location/222141>

If a company needs to carry out checks required by law on rental dwellings, to replace white goods or heating equipment, etc, whether for a home owner or council tenant, the measures proposed will mean drivers undertaking work may not find any other place to park other than on the double yellows/pavement.

They may be reported and fined:

<https://www.cyclestreets.net/location/222138>

This circumstances will make it difficult to get trades to attend whether for privately owned homes, rented properties or council housing stock.

9. The proposals will not reduce pavement parking in Tennyson Avenue:

<https://www.cyclestreets.net/location/222144/>

If the residents of the property/ies at the turning circle can no longer park there they will obstruct the gates of their neighbours.

10. The proposals will not help the residents of Tennyson who need a dropped kerb/cross over to get to/from their garden gate and the road (because the pavements are parked on and also very narrow).

11. The proposals do not guarantee commercial vehicles will be able to get to/from the turning area in Tennyson Avenue. When vehicles are parked on the pavements on both sides of that street even when staggered the gap may be too narrow.

12. Field View is used for turning by drivers of longer

works/delivery vehicles to turn. The vehicles may be diesel so the most polluting kind and the driver may not have been delivering or collecting from this street. If the proposed measures make the street look clearer and wider this behaviour will increase – along with the speed of travel.

13. I received a letter. But the neighbour directly opposite said she did not. She will have attended many years of higher education. Yet she thought the notice on the lamp post close to her front door was about permit parking. When I said the proposals were for no parking at any time she immediately said, “But where am I going to park my car? You know what it’s like already.”

I would like to know who received letters, who did not and why they didn’t. What does CYC know about the people who live in Tennyson Avenue and Field View? Did CYC consider how to ensure all residents of these two streets learned about the consultation? Did the Council consider how to ensure all residents could understand what is proposed? Did the Council make provision for ensuring all residents get the help they need to be able to consider the implications of the proposals on themselves and their neighbours and to be able to respond?

Many residents of these streets are council tenants. This means there will be people who struggle to read and write. Some won’t have internet access or know how to use technology. Some speak English as a foreign language. Others don’t speak any English. Some may feel they have no agency and no voice or have experiences that mean they distrust ‘authority’. The proposals will further disadvantage many residents of these streets by seeming to create a hierarchy where might (owning a motor vehicle) is right.

14. CYC considers the proposals to be “small changes”. Yet, for residents of these streets and the neighbouring ones any change will affect their daily lives and their health. People walk, cycle and wheel through the quieter back roads using Field View to get to nursery, school, unis, work, food shops... The measures will have a negative impact on all the people making these journeys: now and in the future. They will influence how young dependants and school pupils feel about active travel and the likelihood of them continuing to walk, wheel and cycle in adult life. The proposals will further lessen the attractiveness of walking, running or cycling for fitness and therefore shorten lives.

One third of households in Clifton do not have access to a motor vehicle (2011 and 2021 census). Further CYC has carbon targets: (democracy.york.gov.uk/documents/s177488/Annex%20A%20Local%20Transport%20Strategy.pdf) "To achieve our carbon targets

by 2030 we need, by 2030, to increase the number of people travelling by bus and train by 50% and double the number of trips taken on foot or by cycle. In the process we need to reduce the number of miles driven by 20% by 2030."

Piecemeal change sooner or later leads to large areas of disjointed, unconnected schemes and fragmented populations at the expense of a community. Burton Stone Lane and the streets around it need to be considered under a whole area review.

Almost everyone needs to move around in their local area for most of their lives including for their own mental and physical health.

To facilitate compliance and 'buy-in' residents need to be able to say what they want from the streetscape in which they live and travel through. And for their views to be considered and to contribute to the outcome.

Residents need to be enabled to be part discussions that include how to accommodate trades carrying out essential works, refurbishment between tenancies, and replacement are repair of appliances. They need to be involved in determining how to manage removals vehicles, scaffolding lorries and builders vans, for example.

CYC residents need to be able to contribute to creating healthy, safe and safe-feeling routes and travel options that prioritise the transport hierarchy with pedestrians at the top and motor vehicles at the bottom and which support the Council aim of getting one fifth of residents out of cars by 2030. These proposals and seemingly the way – and the time of the year – the consultation has been conducted have excluded people from the process. They also do not propose measures to make it easier and safer for the residents of Field View and Tennyson to move around in ways that are active and sustainable at all stages of life.

- I am writing to object to the City of York Council, Notice of Proposals, The York Parking, Stopping and Waiting (Amendment) (No 14/68), Traffic Order 2025

Specifically the 'No Waiting at any time' restrictions noted in 1. (c) Field View, on its north side, between a point 15 metres west from the projected western boundary line of No. 4 Field View (terminal point of existing 'No Waiting at any time' restrictions) and a point 12 metres west from the projected centreline of Tennyson Avenue (terminal point of existing 'No Waiting at any time' restrictions).

The notice went up on 30th October but is actually dated 31st October. The notice states that plans will be available to inspect at York council offices. I attended York council offices at lunch time on 31st October and the plans were not available to view, so I had

a wasted journey. One of the people on reception took my details and advised that someone would get back to me. Darren Hobson kindly emailed the details to me on 3rd November.

Please note, as far as I'm aware, just one notice has been posted in Field View regarding this proposal, on a lamppost outside house number 29. This is the lower end of the street and not in full view for all the residents, so they may not be aware of what is planned. Also the notice is difficult to understand as not in plain English, I have spoken to a neighbour who was not aware of what it meant. So as far as I'm aware, in layman's terms the proposal is basically stopping residents on the terraced house side of the street (and other visitors to the street) parking on the other side of the street. The houses on the other side of the street generally have drives, although at least one of them has cause to use on street parking when they need space for 3 cars.

The reason for my objection is the considerable hardship that will be caused to residents of Field View for the following reasons. Parking is already incredibly difficult for residents on Field View and whilst residents would like to be able to park on the side of the street close to their homes, this is not always possible. This appears to be mainly because of hospital worker parking, which is all hours due to different shift patterns worked. I believe that they have to pay for parking at the hospital. We also have people visiting the hospital parking on Field View and people who are visiting the many shops, café and various takeaways in Burton Stone Lane. This is exacerbated by the fact that the streets in front of the hospital all have permit parking, which obviously pushes the issue over to the streets behind the hospital. Family and friends usually find there are no parking options available when they visit. There is also an issue for tradesmen who come to do work on properties and there are no parking options. Residents are already finding it difficult to find tradesmen willing to do work on our houses due to parking issues. Are we expected to let our houses fall into disrepair? Workmen need their vehicles to be close to where they are working in order to get materials, tools etc. This includes essential maintenance such as British Gas needing to visit to do boiler service, boiler/heating repairs etc, this is an essential requirement to ensure safety and health. These services also need their vehicles to be close by as they carry a lot of tools and equipment. This is just one example, of course there are many more.

Parking on the side of the street that is earmarked for the changes is a last resort, but very often inevitable.

Another issue, caused by not being able to park close to our homes, is the difficulty unloading shopping or large items from our vehicles. We often have to carry them a distance due to current parking difficulties, the proposed changes will increase this difficulty. This is another issue of health and safety. An example of this was on Friday 6 November, I left a parking space close to my house to go supermarket shopping. When I returned around an hour later, there were no spaces available, so I had to park in the next street. Carrying heavy shopping bags is difficult enough, but is made worse by the fact that I have a knee injury. This is of course a frequent occurrence for all residents.

Parking is already an emotive subject in this area, as there have been problems for years and despite me, and other residents, raising it with the council various times, nothing has been done to help. The proposed changes will force residents to park in surrounding streets, which is bad for vehicle safety and means people will need to walk in dark streets to their homes when parking in the evening. There is an issue here of safety to residents and their vehicles, there have been incidents of violent crime reported in the surrounding area recently. This will also cause issues in surrounding streets regarding parking, where they already have the same issues due to hospital parking. I'm unsure at this stage whether this would also have an impact on car insurance for residents, if an incident were to occur when parked in another street.

One resident (who has serious health concerns following recovery from a serious illness) advised that she had spoken to the council about parking and was advised that residents did not want parking permits. I would welcome permit parking and I'm aware of neighbours that feel the same. I don't believe that residents don't want permits, rather they may not have the means to pay for them. We are in an era of rising bills, food prices, rents and mortgages and that would be another outgoing to worry about. We are not talking about an affluent area here.

If these changes are still planned to go ahead, I look forward to hearing your solution on parking for the residents of Field View. I am copying Rachael Maskell into this objection as my MP, as I believe I have raised very valid concerns.

- I am writing in relation to the recent Traffic Order (York Parking, Stopping and Waiting (Amendment No. 14/68)). I wish to provide formal comments regarding the following proposal:
"Field View, on the north side, between a point 15 metres west from the projected western property boundary line of No. 4 Field

View and a point 12 metres west from the projected centreline of Tennyson Avenue.”

As a resident of Field View, I wish to express my strong objection to this proposed order for several reasons.

Firstly, there appears to be no clear justification for the proposal.

The only reasonable assumption is that it is intended to improve traffic flow or to restrict waiting and visitor parking. However, as someone who lives on the street, I can confidently state that traffic flow issues are extremely rare, and there is no evidence of visitors parking in these areas to an extent that would warrant such restrictive measures.

Real-world impact

Parking on Field View, particularly during working hours, is already very difficult. This situation significantly affects residents' daily lives. For example, it is often impossible to find parking on the street upon returning from short trips during the day. The core issue arises from the lack of resident-only parking and the fact that many York Hospital employees park on nearby residential streets to avoid hospital parking fees.

If these plans are implemented, the council's actions will directly worsen an already challenging situation. Reducing available parking space will make it even harder for residents to park near their homes.

Proposed solution

The underlying issue is not traffic flow, but the excessive number of non-residents parking in the area — particularly hospital staff. The council should address this root cause rather than impose restrictions that penalise residents. I would therefore propose the following:

1. Introduce resident permit parking on Field View and surrounding streets to deter non-residents from parking in residential areas.
2. Provide adequate parking arrangements for York Hospital staff and visitors, including reduced fees or reimbursement schemes, to encourage them to use designated parking facilities rather than residential streets.

Thank you for taking the time to consider my comments. I urge the council to review the real-world impact of these proposals on local residents. As someone directly affected, I can assure you that these changes would have a significant and negative effect on myself and my neighbours.

Officer analysis and recommendation

The properties adjacent to the proposed restrictions all have off-street parking amenity for a minimum of two vehicles, including dropped kerbs in front of the vehicle accesses. Any vehicles parking in the section of the proposed restrictions are doing so on the footpath, which is restricting access for pedestrians, residents with mobility aids and families with pushchairs.

Please see image below to illustrate this issue.



Loading/unloading can take place from yellow lines providing the activity is continuous and does not cause an obstruction. This is currently happening but it is the longer term parking that is causing the issue of restricting access to the footpath for all highway users.

The proposed restrictions will remove the long-term parking and provide access to the footpath.

This area is on the waiting list for a Resident's Priority Parking (Respark) consultation. Once the area reaches the top of the waiting list for consultation if supported by residents and taken forward to implementation, the permit scheme would also address the wider issue of commuter and hospital parking.

Options:

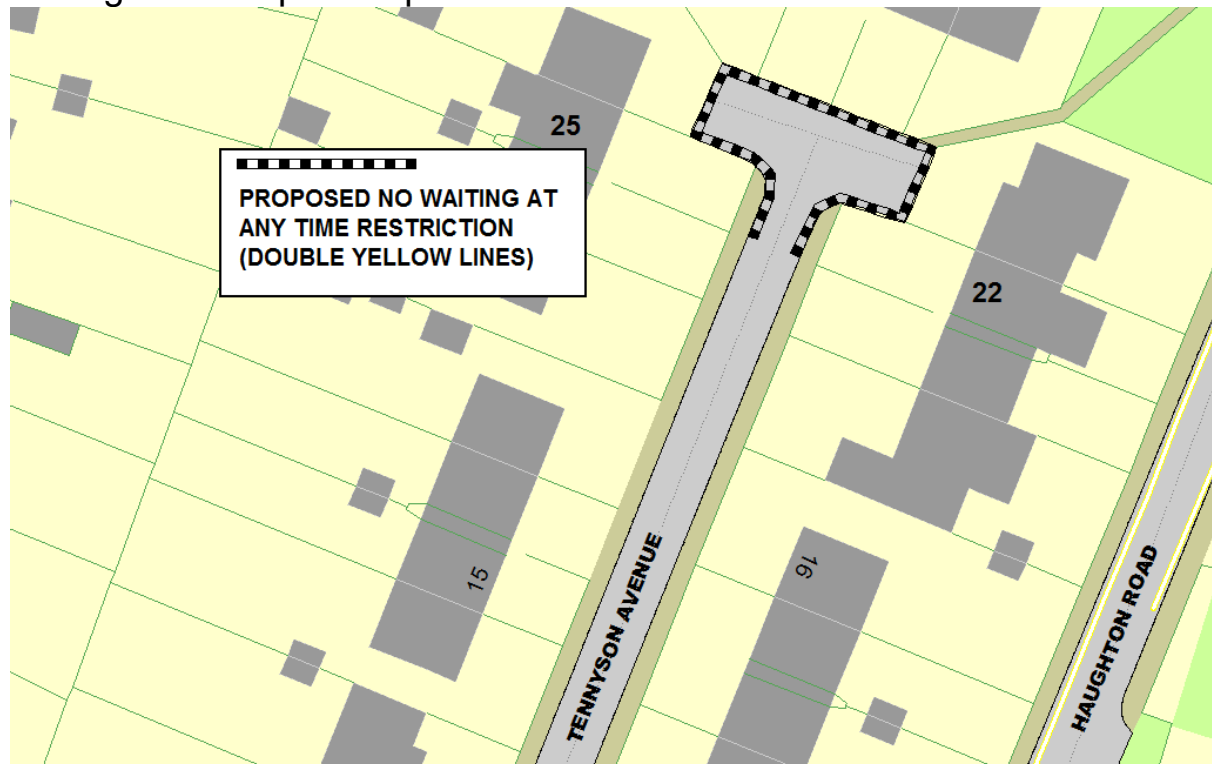
1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

C3**Location: Tennyson Avenue****Nature of problem and plan of advertised proposal.**

Details received on file were:

A resident raised the issue of being unable to exit their property due to parked vehicles on the footpath and turning head leading to vehicles also being unable to access and use the turning head.

We proposed to implement no waiting at any time restrictions to the turning head as per the plan below.

**Representations Received.**

We received 1 objection to the proposal

Objection:

- I object to the proposals for Field View and Tennyson Avenue.
My reasons
 1. Clearer routes with no other measures to reduce speeds or change behaviours means faster motor vehicles.
 2. Higher speeds are intimidating. They make it less safe to walk, wheel and cycle. They make moving around other than in a motor vehicle feel much less safe. This reduces the desirability of those modes and depress the likelihood of people making trips actively. When people reduce their levels of physical activity this exacerbates health conditions and leads to new ones. It reduces peoples length of life and their quality of life.
If people do not feel they can leave the house or only do so when

they really have no choice they become isolated and may withdraw from interaction with others.

When people stop moving around actively the 'mix' of who is out on the cycle routes, pavements, streets and paths gets less representative of society. This is a downward spiral. The streets feel ever less safe. We don't meet our neighbours. We therefore lose the chance to find commonalities that supersede differences.

3. Higher speeds create more pollution.

I recall Cllr Myers, the Clifton Ward Councillor, said he wants pollution monitoring on Burton Stone Lane at the northern end. This area has as its boundaries: the York-Scarborough rail line, Crichton Avenue and Burton Stone Lane. These are considerable sources of pollution.

We also have the Nestle factory and the hospital which themselves likely contaminate our air in addition to the congestion the latter causes on Crichton Avenue, Burton Stone Lane and Wigginton Road which affects the residents north of Bootham, south of Crichton Avenue and east of Burton Stone Lane.

Plus, some residents use fires to heat their home and water. The fuel used contributes to the air pollution in these streets as do the wood burners used in some dwellings.

These contribute to the respiratory conditions some people in these streets suffer.

4. This is, according to our Ward Councillor, the second most deprived ward in York. Many residents of these streets use mobility aids. Some have mental health conditions. There is illegal drug taking in the area. We need streets and spaces that invite us to leave the house and to take free, when we want it, exercise such as walking, wheeling and cycling in the locality. The proposals will prioritise motor vehicles and those who own them. They will increase the them and us divisions. They will make it less attractive to even leave the house and make it difficult or impossible for some people to get to the local shops – Sainsbury's and Heron on Burton Stone Lane and to take exercise close to their homes.

5. The parked vehicles will not evaporate. Without improvements to the streetscape that make it easier and safer feeling to swap to other modes there won't be a reduction in motor vehicle use. The problems will move to neighbouring streets themselves already choked and where drivers park on street corners obstructing the pavement, dropped kerbs and sight lines:

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6. The proposed measures mean blue badge drivers can park for up to three hours. And some do already. On the north side of the street. Obstructing the pavement and cross overs. The yellow lines proposed mean people can load. They will continue to do so. The lines will not keep the routes reliably clear. They will not keep the pavements clear for pupils, carers and their dependants to walk or wheel along. The corner opposite Mrs Greedy's cafe is parked on continually... When drivers leave, others arrive.

Parking on this corner means the pavement is obstructed so people cannot be certain they can get from one end of Field View to the other without the need to use the road. But if you have a buggy, are in a wheelchair, are pushing someone in a wheelchair, have some designs of wheeled walking aid, you cannot get on and off the pavement without a dropped kerb. Unless a route is certain to be clear people will not be able to use it.

The measures will not ensure the pavements are clear of obstructions. The changes will keep the status quo...

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People will need to walk and wheel in the road but with faster motor vehicle speeds from drivers who don't understand or care why there are pedestrians, mobility scooters, buggy pushers, and children on scooters and balance bikes in the road.

7. The proposals will still permit loading. This means neither the road nor the pavement will be clear. Scaffolding lorries, and others of this size such as removals vehicles, and those dropping off/picking up building materials and portable toilets, will still need to attend council properties, rental properties and owner occupied dwellings. They will narrow the road, use the crossovers to get two wheels on the pavement and remain there until the job is done. Commercial drivers usually have no connection to an area they deliver to or work in. They do not know or care when children go to and from school or that in this area they make those journeys on foot, a scooter or a cycle/balance bike. Or that many people on these streets use mobility aids and how motor vehicle speeds, driver behaviour, pavement parking and obstructed or inadequate dropped kerbs can deter someone from even leaving the house.

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The proposals will make it difficult or impossible for trades to find somewhere to park:

<https://www.cyclestreets.net/location/222140>

<https://www.cyclestreets.net/location/222141>

If a company needs to carry out checks required by law on rental dwellings, to replace white goods or heating equipment, etc, whether for a home owner or council tenant, the measures proposed will mean drivers undertaking work may not find any other place to park other than on the double yellows/pavement.

They may be reported and fined:

<https://www.cyclestreets.net/location/222138>

This circumstances will make it difficult to get trades to attend whether for privately owned homes, rented properties or council housing stock.

9. The proposals will not reduce pavement parking in Tennyson Avenue:

<https://www.cyclestreets.net/location/222144/>

If the residents of the property/ies at the turning circle can no longer park there they will obstruct the gates of their neighbours.

10. The proposals will not help the residents of Tennyson who need a dropped kerb/cross over to get to/from their garden gate and the road (because the pavements are parked on and also very narrow).

11. The proposals do not guarantee commercial vehicles will be able to get to/from the turning area in Tennyson Avenue. When vehicles are parked on the pavements on both sides of that street even when staggered the gap may be too narrow.

12. Field View is used for turning by drivers of longer works/delivery vehicles to turn. The vehicles may be diesel so the most polluting kind and the driver may not have been delivering or collecting from this street. If the proposed measures make the street look clearer and wider this behaviour will increase – along with the speed of travel.

13. I received a letter. But the neighbour directly opposite said she did not. She will have attended many years of higher education. Yet she thought the notice on the lamp post close to her front door was about permit parking. When I said the proposals were for no parking at any time she immediately said, “But where am I going to park my car? You know what it’s like already.”

I would like to know who received letters, who did not and why they didn't. What does CYC know about the people who live in Tennyson Avenue and Field View? Did CYC consider how to ensure all residents of these two streets learned about the consultation? Did the Council consider how to ensure all residents could understand what is proposed? Did the Council make provision for ensuring all residents get the help they need to be able to consider the implications of the proposals on themselves and their neighbours and to be able to respond?

Many residents of these streets are council tenants. This means there will be people who struggle to read and write. Some won't have internet access or know how to use technology. Some speak English as a foreign language. Others don't speak any English. Some may feel they have no agency and no voice or have experiences that mean they distrust 'authority'. The proposals will further disadvantage many residents of these streets by seeming to create a hierarchy where might (owning a motor vehicle) is right.

14. CYC considers the proposals to be "small changes". Yet, for residents of these streets and the neighbouring ones any change will affect their daily lives and their health. People walk, cycle and wheel through the quieter back roads using Field View to get to nursery, school, unis, work, food shops... The measures will have a negative impact on all the people making these journeys: now and in the future. They will influence how young dependants and school pupils feel about active travel and the likelihood of them continuing to walk, wheel and cycle in adult life. The proposals will further lessen the attractiveness of walking, running or cycling for fitness and therefore shorten lives.

One third of households in Clifton do not have access to a motor vehicle (2011 and 2021 census). Further CYC has carbon targets: (democracy.york.gov.uk/documents/s177488/Annex%20A%20Local%20Transport%20Strategy.pdf) "To achieve our carbon targets by 2030 we need, by 2030, to increase the number of people travelling by bus and train by 50% and double the number of trips taken on foot or by cycle. In the process we need to reduce the number of miles driven by 20% by 2030."

Piecemeal change sooner or later leads to large areas of disjointed, unconnected schemes and fragmented populations at the expense of a community. Burton Stone Lane and the streets around it need to be considered under a whole area review.

Almost everyone needs to move around in their local area for most of their lives including for their own mental and physical health.

To facilitate compliance and 'buy-in' residents need to be able to

say what they want from the streetscape in which they live and travel through. And for their views to be considered and to contribute to the outcome.

Residents need to be enabled to be part discussions that include how to accommodate trades carrying out essential works, refurbishment between tenancies, and replacement are repair of appliances. They need to be involved in determining how to manage removals vehicles, scaffolding lorries and builders vans, for example.

CYC residents need to be able to contribute to creating healthy, safe and safe-feeling routes and travel options that prioritise the transport hierarchy with pedestrians at the top and motor vehicles at the bottom and which support the Council aim of getting one fifth of residents out of cars by 2030. These proposals and seemingly the way – and the time of the year – the consultation has been conducted have excluded people from the process. They also do not propose measures to make it easier and safer for the residents of Field View and Tennyson to move around in ways that are active and sustainable at all stages of life.

Officer analysis and recommendation

Vehicles parking in the turning head are restricting access and preventing the area being used for its intended purpose. Footpath parking at the entrance to the turning head is also preventing residents from accessing the footpath to and from their properties.

The proposed restriction will provide clear access to the turning head.

Options:

- 1. Implement as Advertised- Recommended**
- 2. Take no further action- Not recommended**
- 3. Implement a lesser restriction than advertised- Not recommended**

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Annex D Dringhouses & Woodthorpe ward

D1

Location: Nelsons Lane

Nature of problem and plan of advertised proposal.

Details received on file were:

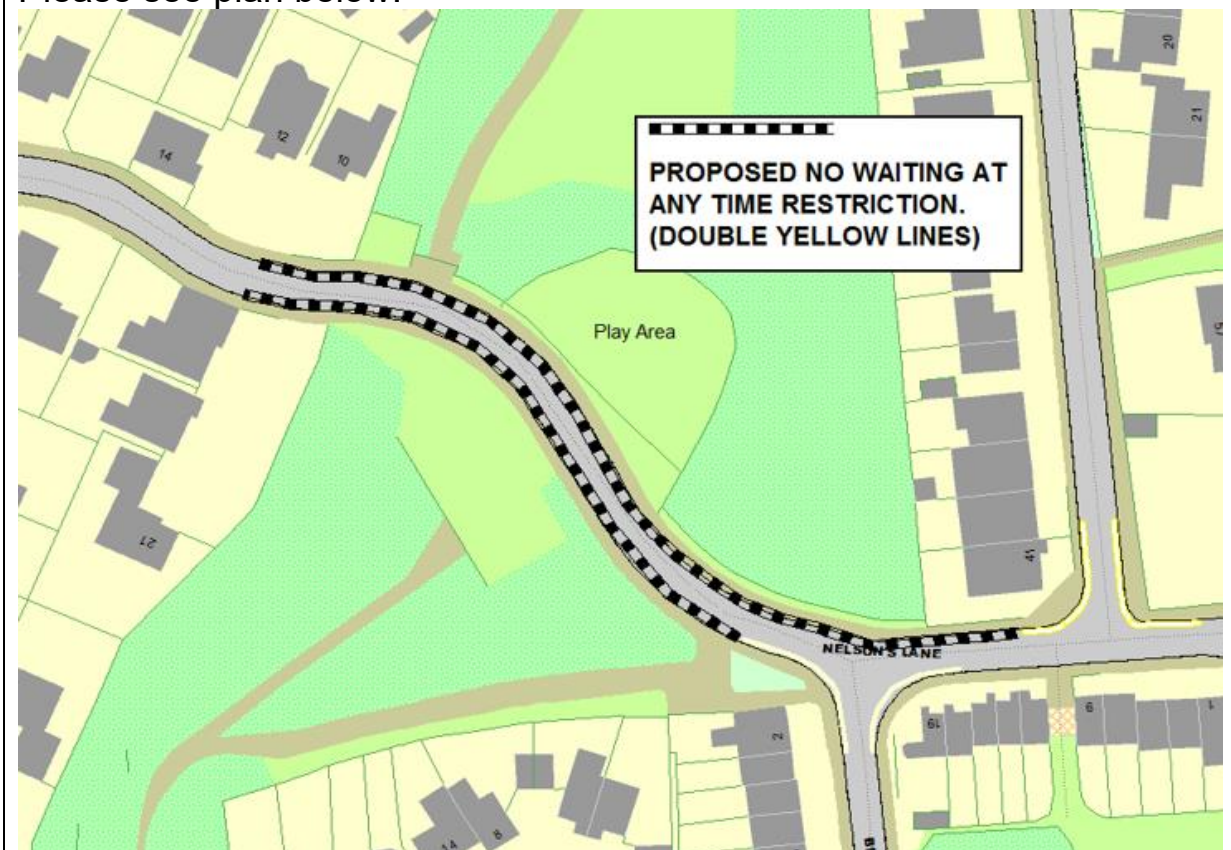
Residents and Cllr. Widdowson has raised a concern regarding vehicles parking all along Nelson's Lane leading to only one side of the carriageway being available and oncoming vehicles being unable to see each other when travelling through the bends of Nelson's Lane. They have also raised a safety concern as the children's play area is located on the south side of the bend as pedestrians may be unsuspected by vehicles rounding the bends.

Nelson's Lane has a 20mph speed restriction in place. The children's play area is located on the north side of Nelson's Lane with pedestrian footpath access leading to Micklegate Stray.

There is a parking area on the south side with access to the footpath leading to York Railway Pond. An 'S Bend' leads through this area to the residential areas of Lingfield Crescent and Goodwood Grove.

We advertised to implement no waiting at any time restrictions to increase visibility for, and of, pedestrians and vehicles to proceed through the bends without travelling in the centre of the carriageway.

Please see plan below.



Representations Received.

We received 3 objections and 4 representations in support of the proposal.

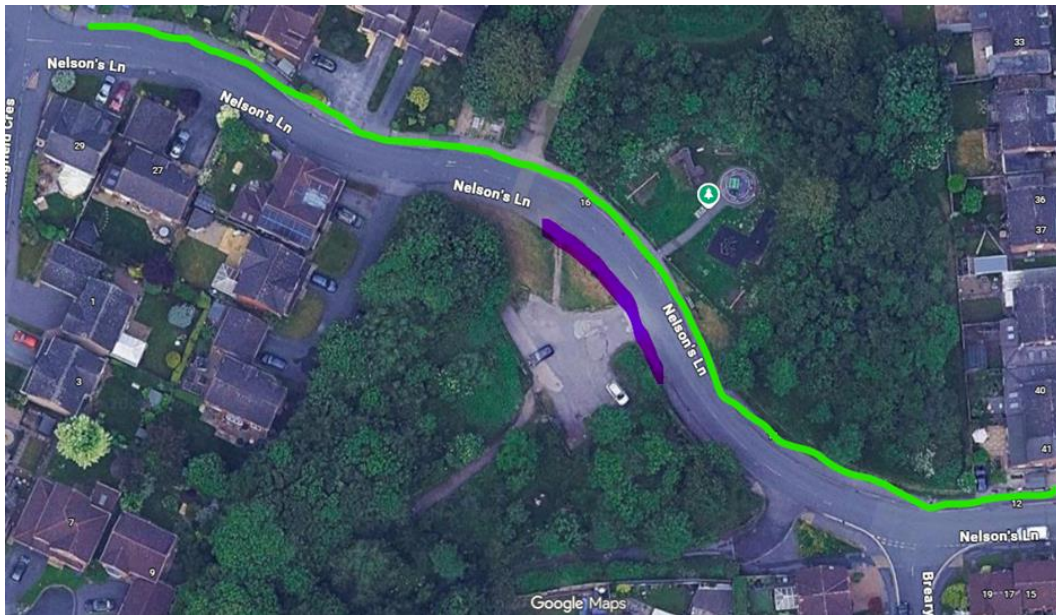
Objections:

- I live on Goodwood Grove so regularly drive down Nelson's Lane. Please would you consider putting double yellow lines just on the north side of Nelson's Lane. The parked cars do act as traffic calming; with no parked cars I feel cars would speed round the bends.
- Living in Goodwood Grove I appreciate that cars parked in the area of the proposed yellow lines are awkward at times but they also have caused a "natural" traffic calming effect at the same time. When it says "No Waiting at any time" I assume this means double yellows.
-
- I would agree that No Waiting/Double Yellow Lines on the NORTH side of Nelsons Lane i.e. the side of the children's play area would be a good thing AND actually extending these double yellows all the way down to Goodwood Grove junction. See GREEN line on map. I disagree with double yellows on the SOUTH side as you have proposed, however there is merit in having a 25 meter stretch of double yellows covering the area of the Railway Pond car park. This would allow for a decent sized "PASSING PLACE" on the bend, and allow for some cars still to be parked on the south side. See PURPLE LINE on map.

Introducing your proposal will just displace the cars that park to go further down Nelsons Lane and maybe around the junction on Goodwood and Lingfield. Commuters, staff from the hospital and Little Green Rascals will still park somewhere so displacement is not a solution. I do accept however that parking on the bends it a little more dangerous than on the straight. Talking to residence on the east end of Nelsons Lane, they say that occasional people park on both sides of the road making it almost impossible at times to get anything more than a small car past. So, how about double yellows the whole length of Nelsons on the north side? It would make it very clear to all.

To summarise: Nelsons Lane should be NO WAITING at ANY TIME on the NORTH SIDE. Having a small section of NO WAITING either side of Railway Pond entrance means cars can park WHILST causing natural traffic calming. Having double yellows BOTH sides near the pond and play area will increase the speed of vehicles in the most crossed area by pedestrians (even if it is supposed to be a 20 mph limit) increasing the potential

for accidents.



- We totally disagree with the rationale behind the proposed double yellow lines on Nelsons Lane. Stating that these will make the area around the children's playground safer may be true, but that just moves the problem into the residential streets around making them less safe. If there are to be double yellow lines, it makes more sense to have them on one side of Nelsons Lane and then the entrance to the Fisherman's Car Park provides a natural gap to enable safe crossing the playground.

The problem that should be addressed is the huge increase in staff parking in this residential area in the first place (you only have to look at the area on a weekend or Bank Holiday to see that this is a weekday problem). During the week we are plagued with shoddy parking, parking on pavements and speeding - most of which is by NHS workers who should know better!

Both Nelsons Court and Little Green Rascals did not exist when the road infrastructure was created (and it would be interesting to know whether their current use breaches the original planning consent). There has been little or no attempt by either organisation to encourage the use of public transport to access these sites (in fact, how on earth can LGR have "Green" in their title when most of their staff and customers drive there?). And both businesses have plenty of parking spaces on site - LGR only seems to need this at morning and evening drop-off and sits largely empty during the day, and Nelsons Court has 25 spaces which should be ample, however, often these spaces are taken up with maintenance vehicles and contractors carrying out a seamlessly never-ending series of fixes to the building and it's surrounds.

Sort these businesses out and there is no problem

In Support:

- Car parking opposite children's play park and the Railway Brick Pond on Nelson's Lanes makes a large area on this road into a single lane traffic which is dangerous more so because the road bends and it's almost impossible to see oncoming traffic so TOTALLY agree with double yellow lines on Nelson's Lane
Resident of Goodwood Grove
- Thanks you for your proposal to introduce parking restrictions on Nelsons Lane. I think these proposals will make it much safer, especially for children accessing the park
- Regarding the restrictions proposed, I don't object to them but I can understand concern from residents as it will likely push parking further down Nelson's lane and into Breary where people are already parking on the corners of junctions.

I appreciate it is a difficult one and that it isn't an easy problem to solve.

Since little green rascals opened on Tadcaster road we have had high volume of traffic on Nelson's Lane. The staff park, which I can't blame them; not their fault but with the proposed plan some residents will worry that it will affect them more.

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(1)
(OF 12)

(12)

PROPOSED AMENDMENTS TO THE TRAFFIC (2)
REGULATION ORDER FOR NELSON LANE N°4/68

REPRESENTATION & PROPOSAL DECLARATION

FROM [REDACTED]

I [REDACTED] fully support the current proposals and additional regulation proposals.

I also declare to formally make representations to guarantee that the FULL LENGTH & WHOLE OF NELSON LANE HAS DOUBLE YELLOW LINES AT ALL TIMES 24/7 - as demanded by NETWORK RAIL

Herewith sound evidence, named witnesses and references to services & those I contacted.

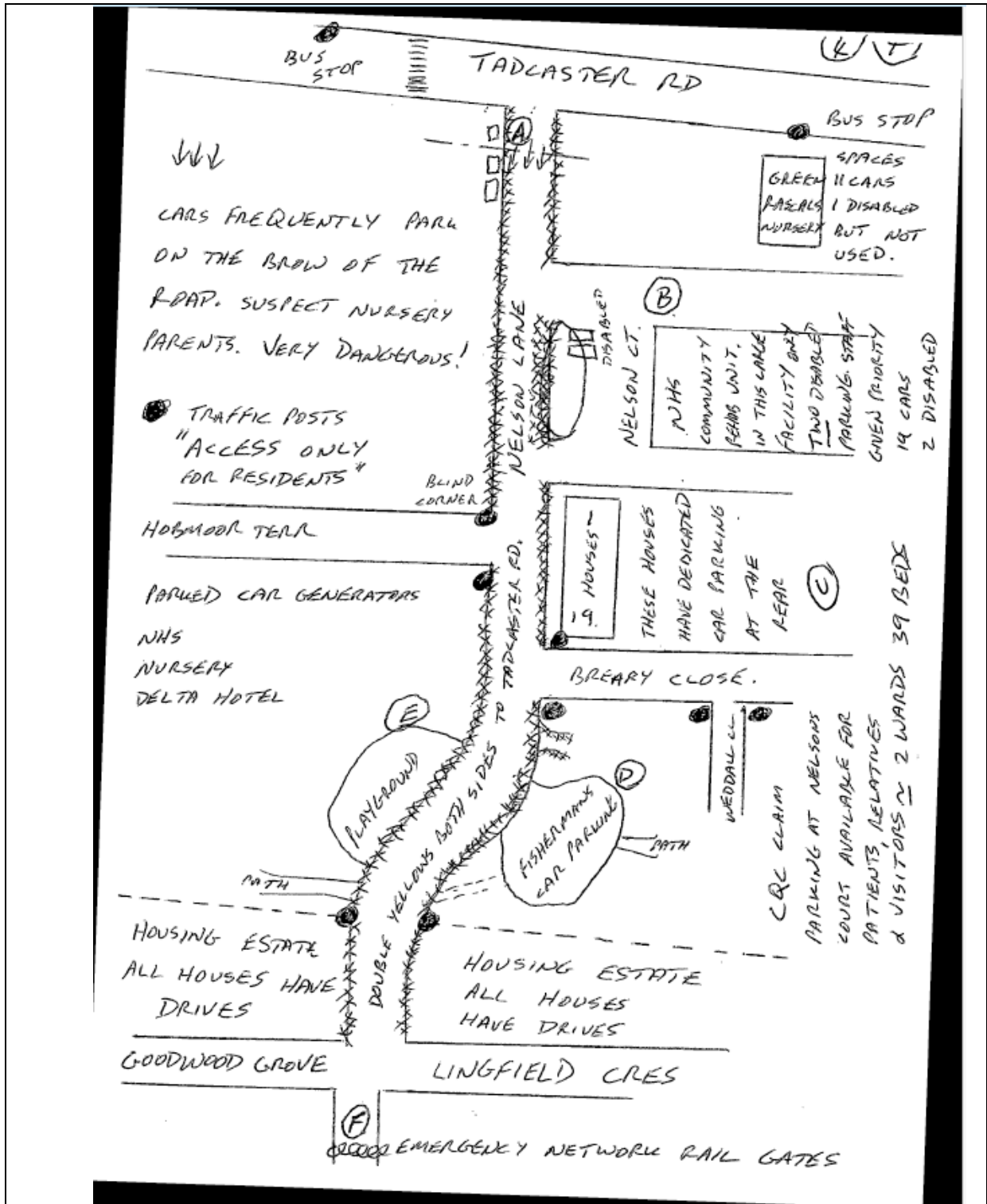
Incidentally the NHS contacts professionalism beggared belief. The shameful staff still, even now, make "Blue Badges" ports on NELSON LANE!!

I declare none of the following is exaggerated. CYC Cancellors have endorsed the Traffic chass on NELSON LANE recognising half measures are not an option.

INTRODUCTION TO NELSON LANE (3)

NELSON LANE was once a service road to Main Line Railway Lines and Railway Sidings. It was never designed, constructed or intended to support large residential housing estates, a busy NHS establishment & provide car parking to DELTA HOTEL guests and LITTLE GREEN RASCALS CHILDREN'S DAY NURSEY staff & parents. At very bottom of NELSON LANE NETWORK RAIL EMERGENCY ACCESS GATES WITH 24/7 INCIDENT DIRECTIONS

May I formally request The CITY OF YORK COUNCIL HIGHWAYS REGULATION DIRECTOR investigates & provides written statement on NETWORK RAIL EVACUATION CUSTOM & PRACTICE STRATEGY for map ref OS Grid SE 585501. The importance of those gates and if they're prime access for emergency vehicles.



TADCASTER ROAD.

(5) (5)

Tadcaster Road bus services are brilliant, served by the Park & Ride, Number 13 & East Line to name a few. Immediate vicinity of NELSON LANE is a pedestrian crossing & two bus stops. More bus stops 200 yards away. Frequent Bus Services satisfies CITY OF YORK COUNCILS TRANSPORT PLAN. There is no excuse for car parking on NELSON LANE.

Indeed Evans Jones Travel Mon commissioned, I genuinely believe, by LITTLE GREEN RASCALS NURSERY (ref A07 24 00177 PROJECT 17454) is an up to date report (16 AUG 2024). An excellent & informative with vehicle analysis. Unfortunately NURSERY STAFF ignore instructions not to park nearby. Staff 'green' T shirts give the game away.

It beggars belief DELTA HOTEL STAFF / GUESTS are also parking on NELSON LANE. Surveys lead us to this conclusion

LITTLE GREEN RASCALS CHILDRENS DAYNURSERY YO24 IHF

(6)

NB. Nursery staff are young ladies. Under such ^{whilst} circumstances their parking is thoughtless & contradicts planning application 14/00285/FUL. UGR every caution is employed not to frighten them. Pointing out parking on Nelson Lane, opposite BREARY CLOSE, would cause difficulties was met with rudeness & abuse.

Little Green ^{RASCALS} Nursery staff park their cars thoughtlessly & carelessly causing congestion. Green T shirts identify them. The Original Planning Application 14/00285/FUL is breached by staffs numerous outward parking. Also 24/00401/FU Application to reduce cycle parking provision. Although REFUSED clearly contradicts original planning culture. However EVANS JONES ADD24 00177 produced a Travel Plan Project 17454 on 16 AUG. 2024. It is obvious the impact on neighbourhood is detrimental to the community. Over 10 staff could be parking on NELSON LANE. Because the 11 spaces & 1 Disabled space are vacant. Moreover catering for 100 children explains the chaos & congestion caused on Todcaster RD. The parents park on NELSON LANE (see map). EVANS JONES is a brilliant analysis of Public Transport reach.

NELSON LANE

(7)

POINT A. At the top of NELSON LANE (A) cars frequently park on the brow 25 paces from the junction. Suspicion is parents picking up from nursery but this needs TRAFFIC WARDEN intervention.

POINT B NELSON COURT COMMUNITY REHAB UNIT

YOZK IHD Two Words having 39 Beds catering for Inpatients but perhaps outpatients too. CQC have been contacted (ref CAS/916165/LIDOL?) ^{about} _{scandalous} DISABLED VEHICLE PROVISION & congestion caused by BLUE BADGES parking on NELSON LANE (and the pavement). Contacted Community Liaison [REDACTED] claimed my complaints HAD NOT BEEN PASSED TO HER!! NELSON COURT has 19 car parking spaces & only TWO Disabled parking spaces. CQC claims adequate parking is available ONSITE for patients, relatives & visitors!! This is untrue & a lie. In reality staff have total priority. This borne out by visible Blue Badges parked on NELSON LANE. Parking opposite the NHS entrance including the pavement. I have

NELSON LANE cont

(8)

NELSON COURT cont

witnessed scary moments where playground bound children are forced to step into the LANE!! Little green Rascal children take the same path & ultimately risk!! Unless DOUBLE YELLOW LINES both sides dangerous thoughtless parking will continue. My mum has a Blue Badge. I fully understand the Blue Badge Driver. A 100 yards walk is 1000 yards to my mum. It is natural to park as close to Nelson Court but with afternoon visiting & staff taking up visitors parking pavement parking will persist. I have found Nelson Court staff rude. NHS Manager there refuse to engage with residents and well practised at riding roughshod fobbing off complainants. Delivery Manager Laura blocked NELSON LANE whilst a 17 tonne delivered cages to the NHS for HALF HOUR. Traffic dangerously backed onto Tadcaster Road. Reason - parked cars prevented HGV manoeuvring into NELSON COURT.

To remove a fallen Tree N°6 NELSON LANE PAID £20k whilst closing road. Safety reasons.

NELSON LANE CONT II

(9)

C) HOUSES 1-19 NELSON LANE

These houses benefit from private parking to the rear. Double Yellow Lines should be welcomed.

D) FISHERMANS/AMENITY CAR PARKING

Car parking spaces are rare on this unadopted road. The three car generators use it all the time.

E) CHILDRENS PLAYGROUND

Very popular with local children including Little Green Based Nursery children. However pavement parking & HGV's negotiating between cars, manoeuvring to deliver to Goodwood Grove/Lingfield has not always been achievable.

Observe the playground to appreciate the risks & dangers!!

NELSON LANE CONT.iii

(10)

NETWORK RAIL EMERGENCY ACCESS SAFETY GATES

YO24 IEP OS GRID SE585501

These important Emergency Gates MUST HAVE 24/7 all year round unobstructed access. Emergency Services are responsible for Down Main Line AND Down Leads Lines - 4 busy railway lines. Rescue Teams have to observe Electricity Risk Assessments specific Health & Safety Regulations. Indeed a rescue operation creates an exclusion zone unanswerable to one person in charge of engineering. Heaven forbid there is a Serious Incident would those KEY RESCUE PERSONNEL BE IMPEDED?

Indeed crucial ambulances would find it impossible for two way traffic on NELSON LANE. If every second counts lives are at risk. From personal experiences I know Emergency HGV Vehicles would struggle to negotiate down NELSON LANE.

CONCLUSION

(11)

Until City of York Council Highways Regulation Director releases NETWORK RAILS EVALUATION STRATEGY for map ref OS Grid SE 585501 I cannot have issue on my representations. Therefore I RESERVE THE RIGHT OF REPLY.

Meanwhile I trust being conciliatory offering sensible solutions common sense will prevail.

Double Yellows Line 24/7. Erecting ACCESS ONLY POSTS strategically placed on Goodwood Grove, Lingfield Crescent, Holmoor Terrace, Breary Close & Weddall Close (see Map) will prevent car parking creep onto side roads.

It is my contention Resident Parking Permits would be ineffective as houses have drives.

Please do not hesitate to contact me should you have any queries.

Please CC to Councillors.



SOURCES OF EVIDENCE, WITNESSES & REFERENCES (12) OF (12)

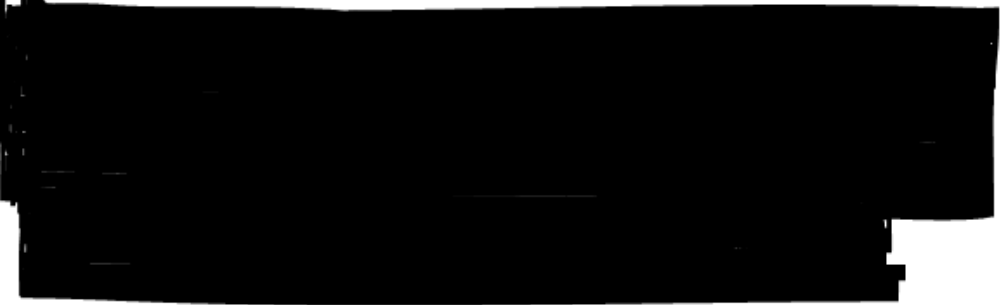
CITY OF YORK COUNCIL - Transport Plan 2024-2040
with the emphasis on BUS, CYCLE & PEDESTRIAN
Cllr KATE RAVILLIOUS LOCAL TRANSPORT STRATEGY
LITTLE RASCALS NURSERY YORK IHF

14/00285/FV7 LGR Original Planning Application
24/00401/FV Application to reduce cycle parking
AD 24 00177 EVANS JONES TRAVEL PLAN
PROJECT 17454 16 AUG 2024

WITNESSES

Cllr ASHLEY MASON
STEVE FENTON Cllr
Cllr PAULA WILLOWSON } COUNCILLORS FOR WARD
well aware

NHS MANAGEMENT



HUMAN RESOURCES 01904 725318



CQC CAS/916165/LIDOL.

Officer analysis and recommendation

Introducing no waiting at any time restrictions to the north side and a small section on the south side would not address the issue of vehicles approaching each other in the centre of the carriageway. It would also still restrict visibility for pedestrians crossing from south to north side as parked vehicles would remain on the bends.

The proposed restriction will provide full visibility through the bends for all highway users.

We acknowledge concerns raised regarding access to the Network Rail site. The resident would need to contact Network Rail to discuss their evacuation policy. We have received no contact from Network Rail asking us to review the access to their site.

Implementing no waiting at any time restrictions to the full length of Nelson's Lane would be excessive and is not currently deemed required under highway safety grounds.

An access only restriction is a moving traffic offence and can only be enforced by North Yorkshire Police. This is very low on their list of priorities for enforcement and are not supported by NYP. North Yorkshire Police have previously stated that *"Compliance with the restrictions on ... have been problematic from inception. Police action, to varying degrees, has been provided over the years, but has always proved ineffective in the long term. The orders are difficult to enforce as they require the driver of any and every vehicle to be traced and interviewed as to why they require their vehicle in the street. It is not just a case of putting a ticket on a car, it is a highly labour intensive process."*

Options:

1. Implement as Advertised- **Recommended.**
2. Take no further action- Not recommended.
3. Implement a lesser restriction than advertised- Not recommended

D2**Location: Nidd Grove****Nature of problem and plan of advertised proposal.**

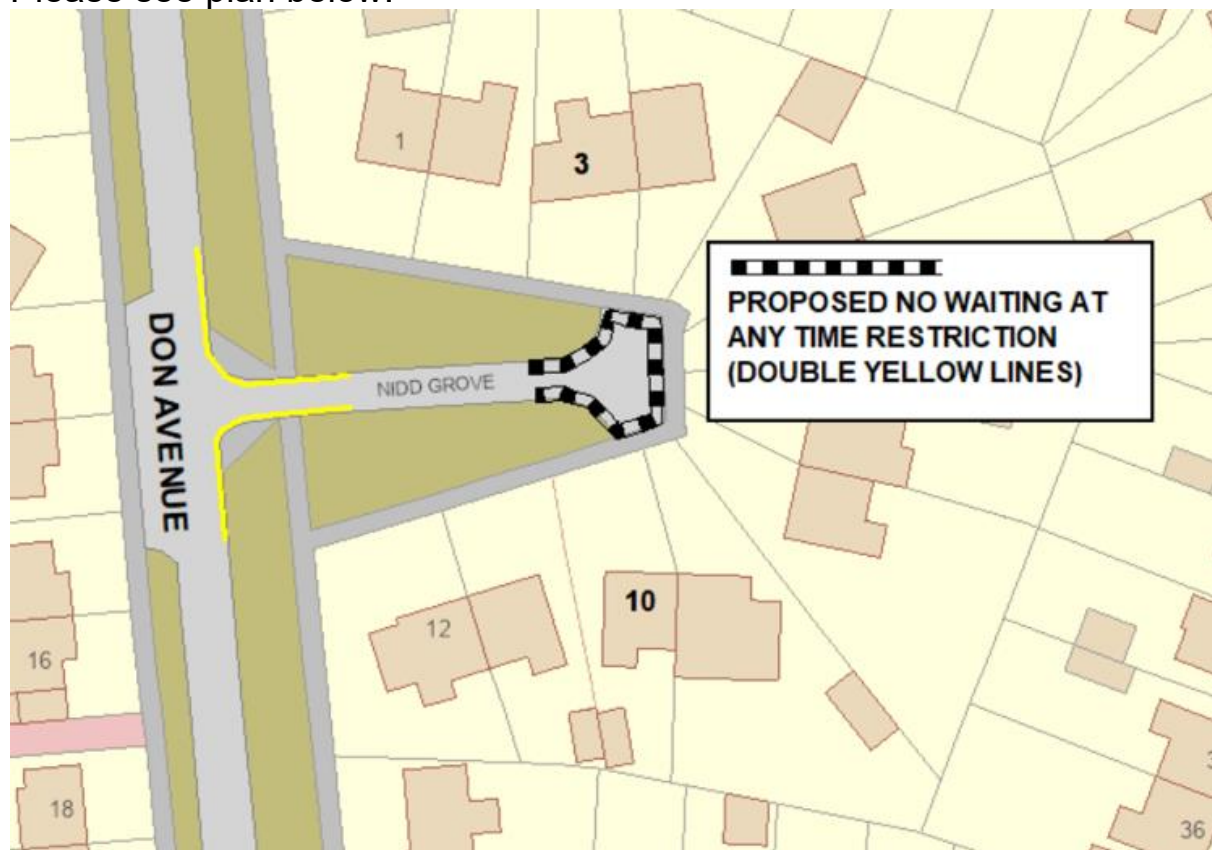
Details received on file were:

Cllr. Fenton raised an issue on behalf of a resident who states vehicles are parking in the turning head and restricting access to, and egress from driveways and off street parking amenity.

Nidd Grove is a small residential cul-de-sac. The entrance to the road has a narrow carriageway and is verged on both sides. The carriageway is 3.5m-3.9m in width. All properties within the Nidd Grove have off street parking amenity for a minimum of two vehicles. There is a tactile crossing point across the junction with Don Avenue and existing no waiting at any time restrictions on the junction.

We advertised to implement no waiting at any time restrictions in the turning head to restrict parking and provide access to all off street parking amenities.

Please see plan below.

**Representations Received.**

We received 2 objections to the proposal.

Objections:

- We have received your notification to Propose an amendment to the street Nidd Grove, regarding the no waiting at any time Restriction.

- We have lived at no ... Nidd Grove for 29 years, and we have never had any problems with anyone parking at the above. Our drive is not big enough to hold enough cars for our family and friends to all park on our drive at the same time. If your Proposed no waiting at any time does go ahead, then we need an alternative place to be able to park our cars near our property. The Proposed area you are stating does not block anyone's entrance or departure from any drive in the 12 houses on Nidd Grove.
- I'm in receipt of the proposed amendments to the traffic regulation order for Nidd Grove. My house is number ... & I have lived here since May 2008. I'm confused why double yellows will be painted directly outside my driveway? There is no dropped curb or curb of any description between the road/pavement to my driveway. The proposed double yellow lines will not only prevent 8 houses from receiving services. they will also lead to the narrow section of the street (one car width) becoming a bottle neck or in fact blocking the entry & exit of the street as that will become the waiting zone for such services? I have noted below what services have visited each property in a space of 3 days. Not to mention where any visiting family members are meant to park.
Royal mail deliveries all houses
Sainsbury's home delivery
Tree surgeons
Wren kitchen delivery , plumbers/electricians
Plumbers/carpet fitters
Tesco/Ocado/Iceland home delivery
School minibus taxis x2
Amazon deliveries all houses
Our refuse collections happen on 3 separate occasions. Does this mean these won't take place at my property boundary?
This proposal seems ill thought through

Officer analysis and recommendation

Parked vehicles are restricting access to, and use of, the turning head. The services provided to the properties will be unaffected as loading/unloading is permitted from double yellow lines providing the activity is continuous. When trades materials are unloaded, vehicles would need to park elsewhere.

Options:

1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

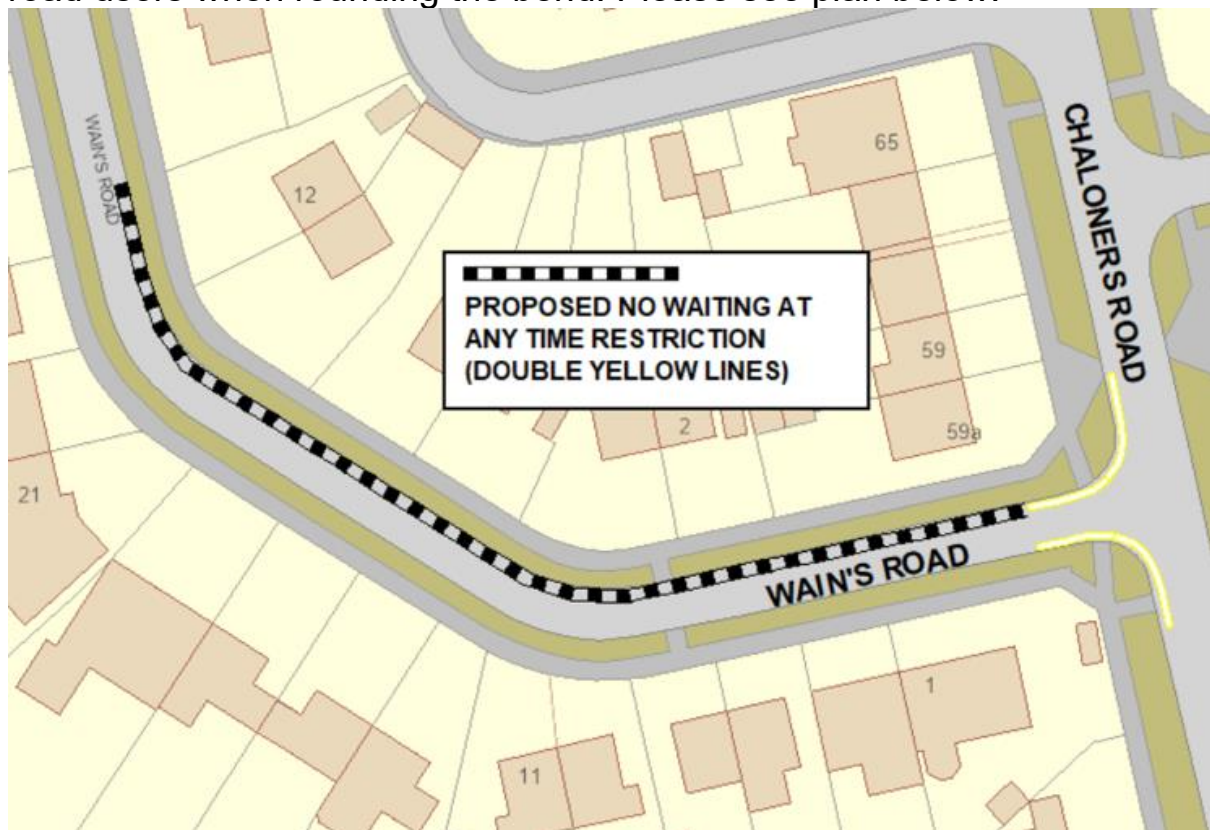
D3**Location: Wains Road****Nature of problem and plan of advertised proposal.**

Details received on file were:

An issue of vehicles parking on the bends of Wain's Road leading to vehicles and cyclists being unsighted when approaching in opposite direction.

Wain's Road is a residential street with grass verges on both sides of the carriageway. 2 of the 6 properties on the north side do not have off street parking amenity. Parking on the verges has caused quite significant damage to them.

We advertised to implement no waiting at any time restrictions to the north side of the carriageway to restrict parking and increase visibility for road users when rounding the bend. Please see plan below.

**Representations Received.**

We received 1 objection and 1 representation in support of the proposal.

Objection:

- The Wains Road (1h) restrictions affect us.
This change is not ideal for us. We have no driveway so our only choice is street parking. Where are we to park if the proposals take place?
We would formally like to object to the proposed changes.

I would suggest moving the "no waiting at any time" restrictions to the end of 10 Wains road property. This would still allow us to continue parking in front of our house. Number 10 has a drive so would not be adversely affected by this.

In support:

- My partner and I have lived at number 10 Wains Road for the last three years and are fully in favour of the addition of the parking limitations, the road is overcrowded with cars parked on the verge, which makes it difficult and dangerous to navigate for cars and bikes, let alone emergency services should they be required. Furthermore, we would be keen to see an addition to the restrictions imposed on the South side of the road, from the junction with Chaloner's Road. Currently the parking restrictions limit parking on the very corner of the road, however the parking that is permitted makes it impossible to gain a view down the road prior to turning in from Chaloner's road, as well as to see any cars, bikes or pedestrians coming from the right as you reach the end of Wains Road to move onto Chaloner's Road. We have witnessed far too many 'near misses' at this junction and the frustration of residents is further exacerbated by the fact that the two vehicles parked most frequently in this dangerous zone are council vans



Officer analysis and recommendation

Implementing the restriction on the north side will remove parking but could lead to an increase of parking on the south and lead to vehicles approaching each other in the centre of the carriageway.

The recommendation is to take no further action at this time and re-introduce the area to the next review to further investigate the parking issues with a view to propose a lesser amount of restrictions to both sides of the carriageway

Options:

1. Implement as Advertised- Not recommended
2. Take no further action- **Recommended**
3. Implement a lesser restriction than advertised-Not recommended

D4**Location: Hunters Way/ Middlethorpe Grove****Nature of problem and plan of advertised proposal.**

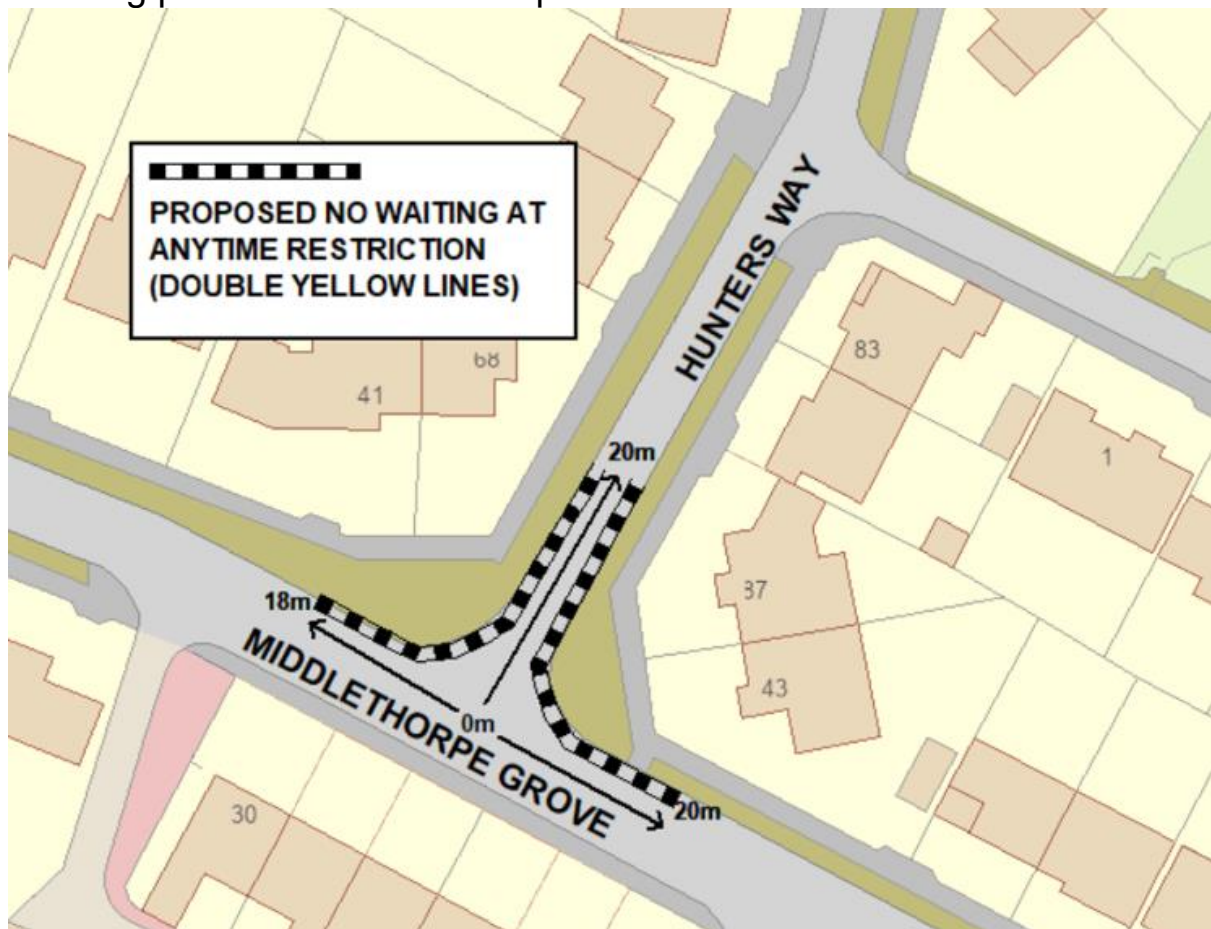
Details received on file were:

Cllr. Fenton raised the issue of vehicles parking close to the junction and restricting access to the pedestrian tactile crossing points.

The junction is opposite a parade of shops and residential properties.

The junction has 3 pedestrian tactile crossing points leading across the junction and to the shops.

We advertised to implement no waiting at any time restrictions to restrict vehicles parking close to the junction and provide access to the tactile crossing points. Please find the plan below:

**Representations Received.**

We received 4 objections and 1 representation in support of the proposal.

Objections:

- I am writing to object to the proposed “No Waiting at Any Time” (double yellow line) restrictions at the junction of Hunters Way and Middlethorpe Grove, as part of the Annual Review of Traffic Regulation Orders. I reside at ... Hunters Way and am directly

affected by the proposal.

My main concern is that prohibiting parking at this corner would displace vehicles further along Middlethorpe Grove, which is already a busy and constrained road. Cars frequently park close to bends on Middlethorpe Grove, creating tighter pinch-points and reduced visibility. Adding more displaced vehicles to these areas would increase the risk of collisions, particularly for drivers navigating the bends or emerging from side roads.

Please see the attached photographs (taken safely from a parked position), which show how parking behaviour on Middlethorpe Grove can already create hazardous situations. The proposal would worsen this by pushing more vehicles into locations where visibility is limited and road width is already narrowed by parked cars.

The solution here is for motorists to park sensibly and cooperatively, following the guidance already set out in the Highway Code regarding safe distances from junctions and bends. Introducing a blanket ban on parking outside residents' homes is disproportionate, unnecessary, and ultimately counter-productive, as it simply moves the problem elsewhere and makes Middlethorpe Grove more dangerous, not less.

For these reasons, I respectfully request that the proposed restrictions be withdrawn.



- I am writing to formally object to the proposed “No Waiting at Any Time” (double yellow line) restrictions at the junction of Hunters Way and Middlethorpe Grove, as shown in the Notice of Proposals for the Annual Review of Traffic Regulation Orders. While I appreciate the Council’s intention to maintain safety and visibility at junctions, I believe this proposal is disproportionate and

unnecessary for the following reasons:

1. Lack of evidence of obstruction or safety issues: I am relatively new to the area, but from my short time at Hunters Way (since May 2025) I have seen nothing that could justify these restrictions. The only thing I can think of is that the previous residents of my property kept many cars—six in total, I am led to believe—outside the house. This situation is now resolved since they moved away; we keep two cars on the driveway, causing no inconvenience to local residents.

Furthermore, from my research, there have been no known collisions, access problems, or reports of obstruction at this junction. Residents have parked responsibly here for many years without causing difficulty for emergency or refuse vehicles. I therefore question the evidential basis for the restriction and request that any supporting data (collision records, visibility assessments, or complaints logs) be disclosed in line with Regulation 6 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. If these supporting materials are not routinely provided under Regulation 6, please treat this as a request under the Freedom of Information Act 2000. I would be grateful if the information could be supplied by email.

2. Excessive length of restriction: The plan shows yellow lines extending approximately 18–20 metres along each arm of the junction. Highway Code Rule 243 advises motorists not to park within 10 metres (32 feet) of a junction (except in an authorised bay). That distance is widely accepted by highway authorities as adequate to preserve visibility. The current proposal goes far beyond what is advised and would remove several valuable parking spaces.

3. Loss of essential on-street parking amenity: On-street parking in this area is already under pressure, and many households rely on it for day-to-day use, visitors, and deliveries. The proposed restriction would remove the only convenient parking adjacent to my property, causing genuine hardship and displacement onto narrower nearby sections of Middlethorpe Grove.

4. Displacement and unintended consequences: Removing parking from this section will inevitably push vehicles further along the road where sightlines are poorer, paradoxically increasing safety risk and congestion.

For these reasons, I respectfully request that this proposal be withdrawn.

- I am writing to object to the proposed traffic restrictions for “no waiting at any time” on Hunters Way and Middlethorpe Grove.

I am quite sure the reason for the proposal was well meaning, and possibly in response to a problem that is no longer there. I ask you to save public money and use the funds elsewhere where there are dangers to children and cyclists on the roads. Make a dangerous road in York safer with the money - this corner is not one of them.

For several years the family at 87 Hunters Way owned 7 cars that they persistently parked up to the junction and on the grass verge causing a hazard for cyclists and pedestrians. This family have now moved and taking the excessive number of vehicles with them. Whilst the previous family breached the highway code and law persistently not once did the council or police issue them with a parking fine. It feels as though you are now using the proverbial sledgehammer to crack a nut. Since the family have left the junction is clear.

The law states that cars should not be parked within 10 metres of a junction. This is adequate and nothing more is needed for this junction.

The section you are proposing to add yellow lines to on Middlethorpe grove is more than the minimum legal distance for parking of 10 metres from the junction. The section is also the widest point of the street. Your proposals take away several reasonable and safe places to park outside of the 10 metre zone. This would in turn push parking of customers to the butchers and hairdressers further down Middlethorpe Grove, where the road narrows and it is a dangerous place to park. Further down Middlethorpe Grove parked cars have in the past and, will even more so, obstruct the gritters, number 21 bus and most concerningly - emergency service vehicles of getting down the road.

When there are days when there are very few or no parked cars on Middlethorpe Grove, traffic is noticeably faster, and people speed down with no natural obstacles. This is the problem on the adjacent Middlethorpe DRIVE where double yellow lines have created a dangerous free-flowing road that allows speeding.

Parked cars create natural speed barriers slowing the traffic and thereby making it safer for children crossing and cyclists.

I have a concern that this part of York (wealthy with little social housing) sees a disproportionate amount of highway funding spent on our road, pavement and grass verges. Since living here (from 2013) I have seen the road re-surfaced, the pavements re-laid, the drop kerbs installed, new trees being planted in the verges. All the while, when I drive down streets in Tang Hall where it is social

housing, I see churned up verges, roads with potholes and pavements that are in desperate need of being re-laid. Yellow lines may not cost much, but with councils working with less money than ever before in increasingly challenging times, it is a complete waste of public money.

There is no justification for this proposal, it is wasteful and unnecessary. I do not need the parking spaces that will be removed, I own a car but have a driveway, I mostly cycle everywhere, so I am not objecting on selfish grounds, I am objecting because this is a proposal to solve a non-existent problem.

- I am the owner of the hair salon opposite the proposed "no waiting at anytime "

I believe this will cause many problems with parking for customers and residents

In support:

- I've seen the plans for double yellow lines on middlethorpe grove and they are fine as far as they go. But we really really really really need them on the bend at the top of the hill i.e coming off tadcaster road (BT on left) theres a right hand bend. Cars park on the bend (no need as all houses have massive driveways) and forces people on wrong side of the road on the bend. Nightmare.

Officer analysis and recommendation

The reasoning for extending the proposed restriction beyond the minimum of 10m at the junction is due to the parked vehicles restricting access to the tactile crossing points. We appreciate the previous issue of one property parking many vehicles close to this junction has been removed but visitors to properties and local businesses opposite the junction can also park in this location. We have also received requests to review other junctions in the area, namely Middlethorpe Grove/ The Spinney, the bends on Middlethorpe Grove and Hunters Way/ Tadcaster Road. These areas have been added to the next annual review.

Implementing the proposed restriction will provide access to, and visibility from, the tactile crossing points and junction.

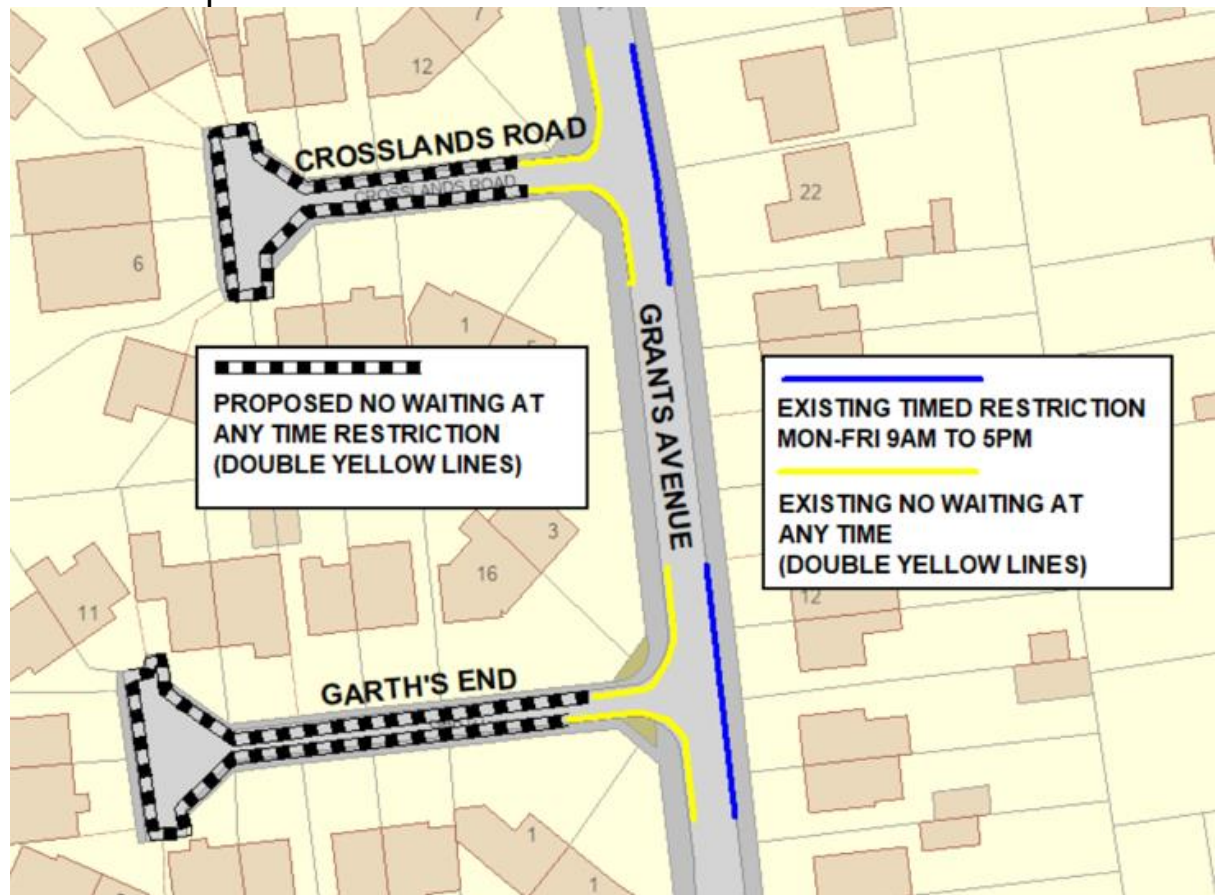
No collision data is available for this location. Collision data is recorded following an accident if it results in an injury or is reported to the police within 30 days. Visibility assessments have taken place during site visits by officers which have led to the proposed restrictions being advertised and recommended.



Options:

1. Implement as Advertised- **Recommended**
2. Take no further action- Not Recommended
3. Implement a lesser restriction than advertised- Not recommended

Annex E Fulford & Heslington ward

E1	Location: Crosslands Road & Garths End
<p>Nature of problem and plan of advertised proposal.</p> <p>Details received on file were:</p> <p>An issue of vehicles parking on the footpaths of Garth's End leading to vehicles being unable to pass and pedestrians being unable to access the footpaths. A 2nd resident also raised an issue of vehicles parking in the turning heads and restricting access to their off-street parking amenity. Garth's End and Crossland Road are residential cul-de-sacs with very narrow carriageway and footpaths. There are 3 cul-de-sacs of this nature off Grants Avenue. The 3rd being Endfields Road, which has no waiting restrictions along its full length.</p> <p>We advertised to implement no waiting restrictions to the full length of both cul-de-sacs.</p> <p>Please see plan below.</p> 	
<p>Representations Received.</p> <p>We received 3 objections and 2 representations in support of the proposal.</p> <p>Objections:</p> <ul style="list-style-type: none"> • i would like to object to the proposal for yellow lines in Garth's End 	

fulford , esp the at the end of the street , where a car can safely park

i feel that the residents park considerately , no ongoing obstructions or safety issues

for some neighbours with restrictive mobility this will effect them , for visitors , delivery and tradespeople ,

it will put more pressure on the Link Road for parking , which is already very busy ,

i do not think the yellow line at the top end of the street with enhance or help our street or residents

- I write in response to a notice of proposals that I received at 2 Garths End on 30 Oct (see pics ...348 page 1, ...345 page 2 & ...347 page 3).

Summary: i) the notice as issued doesn't define in writing changes to Garths End. ii) Changes to Garths End shown on diagram are impractical, but could achieve their presumed aim by being scaled back.

The diagram on page 3 implies that parking restrictions will be placed upon all kerbside of Garths End.

The notice given on page 2 discusses neither Garths End nor Crosslands Rd.

Can it then be clarified in writing what is being proposed for Garths End?

And if you are redrafting this to issue notice, then could you reconsider the extent to which double-yellow restrictions should be imposed upon Garths End?

See pic ...349 (diagram with my mark-up, apologies for my penmanship).

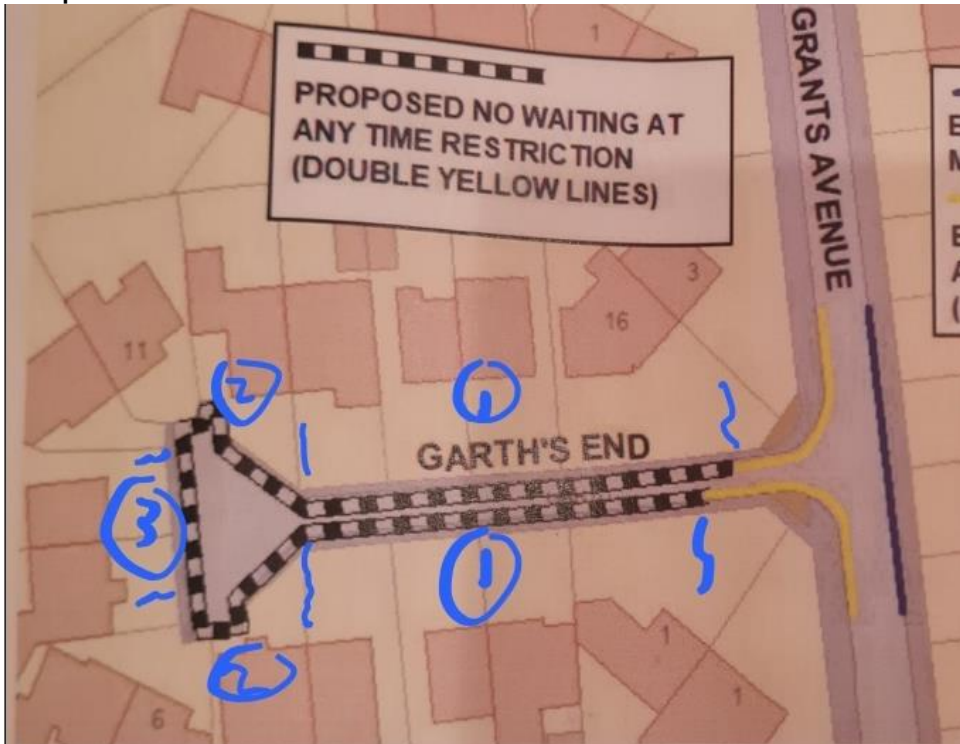
Section 1 - the bottleneck - is a good candidate for double yellows. Parking there can only be achieved by blocking the pavement or the road, often both.

Section 2 - double yellows are redundant - 100% of the kerb is already access to people's front drives

Section 3 - double yellows would be unhelpful and wholly unnecessary. Parking there is safe and unobtrusive.

Please consider that making ALL of Garths End double-yellow will make it harder to get deliveries or trades to our street. It will displace parking onto Grants Ave, where parking is already strained by the nearby 6th Form and is likely to be further exacerbated by parking displaced by your new restrictions to Heslington Lane. It will also displace deliveries and trades vans to block through traffic on Grants Ave instead of occasional traffic on Garths End. Displacing kerbside parking to 1-2 streets away also

makes a switch to electric vehicles more difficult. You haven't stated what the aims of the new parking restrictions are, but I suspect it's none of the above.



- I'm contacting you regarding the proposed yellow lines for Garths End Fulford.

We use the space under the light; we have 2 elderly people in the household and someone one who has issues walking as has EB on their feet. Our house is the only house with 1 spot for a car parking on the drive. Parking at the end is impossible with all the people from Fulford school parking their. I agree lines should be down the narrow part of the street as people park their blocking it but not under the lamp.

In support:

- I am writing as a resident of Crosslands Road to express my full and unreserved support for the proposed traffic restrictions outlined in the 'Notice of Proposal' dated 31st October, 2025. These proposals are an essential solution to a long-standing and dangerous parking situation in our cul-de-sac and adjacent roads. I strongly support these changes for the following reasons:
 1. Essential Mobility Access: I am a resident with a disability (Lupus), which causes sporadic and significantly limited mobility. Access is critical for both my daughter and me, as we rely on my adapted mobility tricycle. On almost a daily basis, my driveway and pedestrian gate are completely blocked by parked cars. This

leaves me physically unable to leave or return to my home, effectively making me a prisoner. The proposed restrictions are the only way to guarantee the essential access I require.

2. Safety and "Close Misses": The volume of cars is overwhelming. Vehicles park on both sides, on bends, and across dropped kerbs, narrowing the road to a single-file passage. This forces drivers to reverse out of the cul-de-sac and onto the main road in a dangerous manner. We have witnessed numerous "close misses" involving both vehicles and pedestrians (who are forced to walk in the road as pavements are blocked).

3. Emergency Vehicle Access: My primary concern is that in an emergency, an ambulance or fire engine would be unable to reach our property or our neighbours. The current chaotic parking makes this a very real and frightening possibility.

4. Overflow Parking (School & Link Road): Our cul-de-sac is constantly used as an overflow car park for the nearby Link Road and for parents parking for the local school. This is an inappropriate use of a small residential street and places a huge strain on safety and resident access.

5. Inadequate Road Design for Vehicle Volume: I am well aware that parking is a common issue for all residents. Like many modern households, many properties in the cul-de-sac have (often by necessity) multiple cars or work vans. The road was simply not designed to accommodate this high volume of vehicles. This inevitably leads to difficult parking situations and obstructions for everyone. The proposed restrictions are therefore a vital and fair way to manage the limited road space, ensuring safety and essential access can be maintained for all.

The proposed restrictions are a necessary and proportionate solution. They will dramatically improve road safety, ensure vital access for mobility users and emergency services, and prevent our roads from being used as inappropriate car parks.

Yes, please, to approve and implement these proposals as quickly as possible.

- I fully support the proposal.

Having lived here for over 23 years I have seen a great deal of inconsiderate parking/driving causing obstructions to driveways and causing some vehicles to have to reverse out onto Grants Avenue because the turning head was obstructed with parked vehicles, none of which is ideal or safe.

Officer analysis and recommendation

The sections of carriageway that approach the turning heads of each street are too narrow to accommodate any parked vehicles. Garth's End

is 3.15m wide and Crosslands Road is 3.5m wide. Parking within the turning heads is restricting access to off-street parking and vehicles being unable to use the turning head for its intended use.

Options:

1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

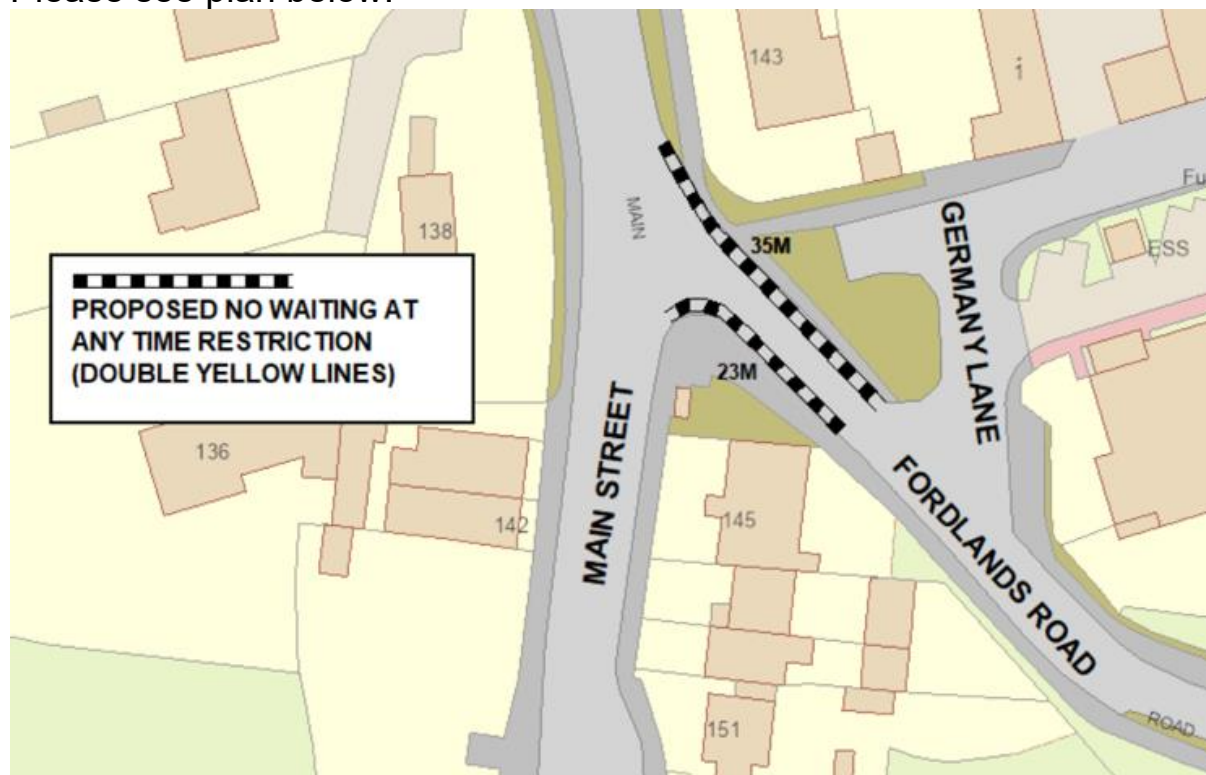
E2**Location: Fordlands Road****Nature of problem and plan of advertised proposal.**

Details received on file were:

An issue of vehicles parking close to the junction leading to vehicles approaching the junction in the centre of the carriageway and unsighted to vehicles entering the junction from Main Street. Fordlands Road is a through road leading from Main Street to Thornton Road, which leads to the Germany Beck development. There are pedestrian tactile crossing points at the junction.

We advertised to implement no waiting at any time restrictions in the approach to the junction to restrict parking and to increase visibility for pedestrians and road users.

Please see plan below:

**Representations Received.**

We received 1 objection and 1 representation in support.

Objections:

- Currently those on the stretch of Fordlands Road and Main Street have very little parking currently, with the increase in parking charges leading to a surge in traffic and parking in our small local area. This is a direct result of the City of York Councils dramatic increase in parking charges (from an already high position!). Before this there was no issue with parking down the street, a few people would park there cars with no issues and far enough away from the junction to not cause any accidents.

However the major issue for us that the majority of people using this as a 'park and ride' are council employees. Bright orange coats, with city of york council on the back and looking to avoid parking charges. If you can send an internal memo to stop your staff from doing this, it would save a lot of time, energy and money in putting down double yellow lines.

As the house next to this, we do park our car here from time to time. It's a handy location for us as we both need vehicles for our day to day jobs. However it is crucial to other members of the street as it is the only parking within a short walk for those carrying babies (we have 3 little ones on the street) and small children. Single parents will now struggle to park if this implemented creating unnecessary problems in a quiet area.

Also as home owners in the area, we've spoken to our neighbours and all are not in favour of this. Regardless of any statutory power you hold, it should be up to the locals who have set up their lives in the area and should not be a direct reaction to the councils implementation of parking charges with no support for wider infrastructure to support the changes (no extra buses, no park and ride signage, no extra signs to say the car parks in york are full). We are also a local business, trying to help drive the economy in York, we are adding bicycle infrastructure to help support the Council's changes to a greener area, but the double yellows will place unnecessary squeeze to all in the local area. This strain has also been increased by the Council's approval and lack of foresight to the expansion of the nursing home over the road and the expansion of Germany Beck, both of which were passionately opposed by local residents.

It also seems ridiculous that every member of the street has asked for a drain to be repaired directly adjacent to the double yellow lines, causing noise pollution and damage to cars, but will spend the time adding double yellows where they aren't technically needed or wanted.

I can't speak for outside of Fordlands Road, but I'd kindly suggest you alter the plan for Fordlands Road as it is no longer necessary and please have a word with City of York Councils Staff to prevent any build up of parking.

In support:

- I have seen the plans for no waiting restriction yellow lines on Fordlands Road at the junction with Main Street and I fully agree with the need for having them installed after a few near misses in the vicinity due to cars parking in the mouth of the junction

Officer analysis and recommendation

Vehicles parking close to the junction are leading to vehicles approaching the junction in the centre of the carriageway and into conflict with vehicles entering Fordlands Road from Main Street. The proposed restriction would remove parking close to the junction only. There are sections of unrestricted carriageway further along Fordlands Road away from the junction that would still remain unrestricted should we implement the proposal. Please see images below to illustrate the issue.



Options:

1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

E3**Location: Heslington Lane****Nature of problem and plan of advertised proposal.**

Details received on file were:

An issue of vehicles parking close to the zebra crossing zig zags on the south side of the carriageway and vehicles parking on the north side leading to vehicles approaching oncoming vehicles in the centre of the carriageway. Residents have concerns regarding the safety of children using the crossing. A concern for cyclists coming into conflict with vehicles that are rounding the parked vehicles and travelling in the centre of the carriageway has also been raised.

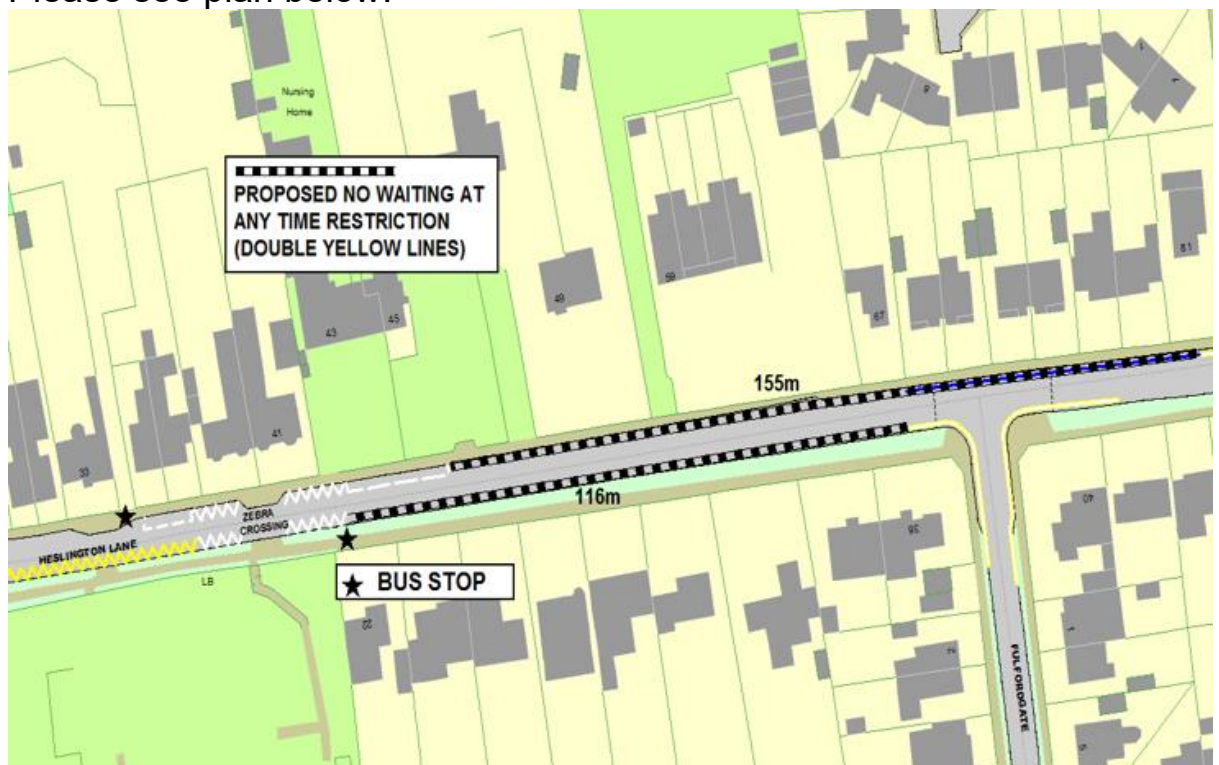
St.Oswald's School and Fulford School are in close proximity to the area raised as a concern. The zebra crossing is heavily used during school peak times.

There is school keep clear yellow zig zags on the south side of the carriageway west of the white zig zags of the zebra crossing. There are two parking bays on the north side of Heslington Lane. The carriageway is 6m in width when passing the bays. There is an existing timed restriction opposite the junction of Fulfordgate (Mon-Fri 8-9am and 3-4pm).

As there are currently no restrictions in place this section of Heslington Lane also attracts commuter parking.

We advertised to revoke the existing timed restriction and implement no waiting at any time restriction to both sides of the carriageway.

Please see plan below:



Representations Received.

We received 2 objections and 1 representation in support of the proposal.

Objections:

- I am writing to formally object to the proposed implementation of double yellow lines (No Waiting At Any Time restrictions) on Heslington Lane, specifically outside or near the address .. Heslington Lane, YO10 4HN, as part of the current Traffic Regulation Order (TRO) consultation - sections (d) (i) and (iv). I believe this measure is disproportionate and will cause significant unnecessary hardship to residents, while providing no discernible safety or traffic flow benefit.

1. Lack of Necessity and Safety Justification

The primary justification for No Waiting restrictions is typically to improve road safety or maintain the free flow of traffic. I contest that this proposal in relation to (d) (i) and (iv) does not meet either criterion sufficiently at this specific location, especially given the existence of current no waiting restrictions designed to improve visibility and access for buses to Fulford School. This current arrangement works well and provides sufficient visibility and maintains flow at peak times of traffic at the start and end of the school day. Where cars are parked, further along the north side of Heslington Lane (outside 59 Heslington Lane), there is sufficient width for most vehicles to pass each other and there are good sightlines. This part of the road is not significantly narrower than other sections of Heslington Lane (e.g. outside Fulford Nursing Home) where there are marked parking bays.

2. Adverse Impact on Residential Life and Accessibility

The implementation of double yellow lines will severely and negatively impact the quality of life for the residents impacted by this proposal, including those living at .. Heslington Lane.

Loading and Unloading: Outside the current no waiting restrictions, I rely on the space directly outside my property for essential short-term activities, including:

Loading and unloading heavy groceries or luggage.

Dropping off passengers.

Temporary access for tradespeople (plumbers, electricians, removalists) who require immediate, brief access to deliver tools and materials.

The extent of the proposals also have a significant impact on visitor parking. Within the proposed area is safe parking which serves as necessary parking space for family members and visitors. Removing it will push parking demands further away,

creating significant issues both for those areas where parking is displaced to; and for my daughter who is a resident and works shifts, returning from work late in the evening or going out to work very early. She can currently park her car relatively close to the house, under this proposal that would no longer be possible.

Lack of Alternatives: Off-street parking at .. Heslington Lane exists and is used, but is limited to accommodating one vehicle. There insufficient alternative parking spaces nearby to accommodate the vehicles that will be displaced by this restriction.

3. Displacement of Parking to Other Locations

Restricting parking on Heslington Lane will not eliminate the need for it; it will merely displace the parking problem to adjacent streets or other parts of Fulford. This risks creating new, potentially more hazardous, parking concentrations elsewhere in side streets around Heslington Lane. Parking is very limited in the surrounding streets and these streets are often very narrow making parking difficult. Residents in these side streets would also be impacted by these proposals.

4. Suggested Alternative Solution - for the proposal outlined in the traffic order at (d)(i) and (iv)

Instead of a blanket 'No Waiting At Any Time' restriction, I propose a less restrictive solution that addresses any specific safety concerns while mitigating the severe impact on residents:

Extension of Single Yellow Lines: If restrictions are deemed absolutely necessary, I propose the existing single yellow lines are extended. These should have specific time restrictions , operational only during 8:00 AM to 9:00 AM; 3.00 PM to 4.00 PM, Monday to Friday. The lines could be extended on the north side from the existing lines to the west point of the driveway at 67 Heslington Lane. Single yellow lines with similar restrictions could be implemented instead of double yellow lines on the south side of Heslington Lane, in the area marked on the proposal under (d)(iv). This would maintain necessary visibility during busy hours but allow residents and visitors to park during evenings and weekends when traffic volume is minimal. On the north side of Heslington Lane I also propose that from the west point of the driveway at 67 Heslington Lane to the existing car parking bays outside Fulford Nursing Home, additional parking bays are marked out, leaving sufficient clearance for driveways. I believe that marked parking bays would assist drivers in understanding where it is safe to park and will avoid any potential for antisocial parking which could cause obstruction. I also propose that the current 20 mile an hour speed limit is more strictly enforced or measures taken to slow

traffic. If motorists going along Heslington Lane observed the speed limit, it would be possible for parked and moving cars to co-exist more safely.

I have asked for the reasoning behind the proposal and have been told that it is in response to resident requests. However, I am a resident and there are aspects of the proposal and introduction of double yellow lines which are an excessive response to the current parking situation. They will create significant logistical problems for residents without a clear and compelling safety improvement.

I urge the Council to reconsider this proposal and withdraw the plan for double yellow lines at this location.

Thank you for your time and consideration of my concerns.

- Having received information related to restrictions intended for parking changes on Heslington Lane, Fulford I wish to object to this proposal.

I have lived with my family at .. Heslington Lane for the past 25 years. While I completely agree with restriction times currently in place I see nothing gained, only lost for residents. Current restrictions are very necessary around school drop off and pick up, without a doubt. However, this road is quiet at all other times, including school holidays.

There is no explanation as to why these restrictions are proposed or the advantages of these changes. We, and others have family and friends visiting, including older people with mobility difficulties and family members with babies and young children. Being unable to park close to our address would be inconvenient at best and could be difficult or dangerous in respect of supporting mobility or dropping baby/children equipment off.

I would like to fully understand what the thinking is around this proposal and the benefits that are hoped to be gained and for whom.

In support:

- I just wished to email in support of the proposed no waiting restrictions on Heslington Lane .

We reside at .. Heslington Lane . We have witnessed a child being knocked of a bike and countless near misses due to cars being parked where the restrictions are proposed .

Current parking on Heslington Lane is hazardous for cyclists , school children , pedestrians and other road users being able to move around safely . This area is often congested and creates access issues for emergency vehicles, delivery drivers and our own driveway .

We feel that the introduction of yellow lines would improve safety , maintain clear sightlines and reduce the risk of accidents. It would also help with traffic flow .

We are aware that others have raised objections. This is because they keep multiple vehicles on the street . Up to three / four at a time . They contribute to the congestion and safety issues I fully support this proposal and believe it would make a very positive difference to safety on Heslington Lane .

Officer analysis and recommendation

Currently vehicles are approaching each other in the centre of the carriageway due to parked vehicles. This also brings them into conflict with cyclists.

The restrictions would provide a free flow of traffic in each direction along a bus route and ensure adequate carriageway width to also accommodate cyclists safely along an advisory route for cyclists.

The proposed restrictions opposite the junction of Fulfordgate would provide greater accessibility and visibility, and will bring this junction in line with other proposals for all junctions on Heslington Lane.

Options:

1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

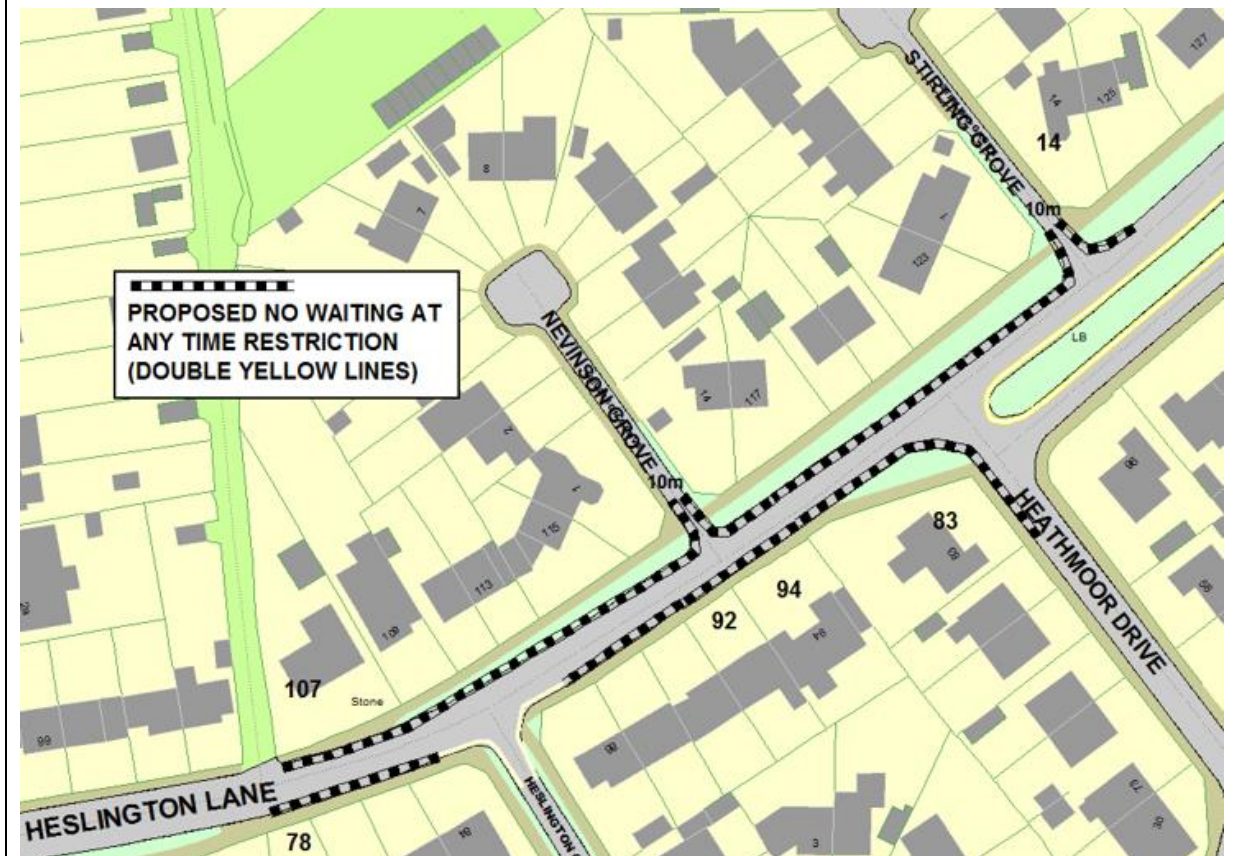
E4**Location: Heslington Lane/ Nevinson Grove/ Stirling Grove/ Heathmoor Drive and Wilsthorpe Grove****Nature of problem and plan of advertised proposal.**

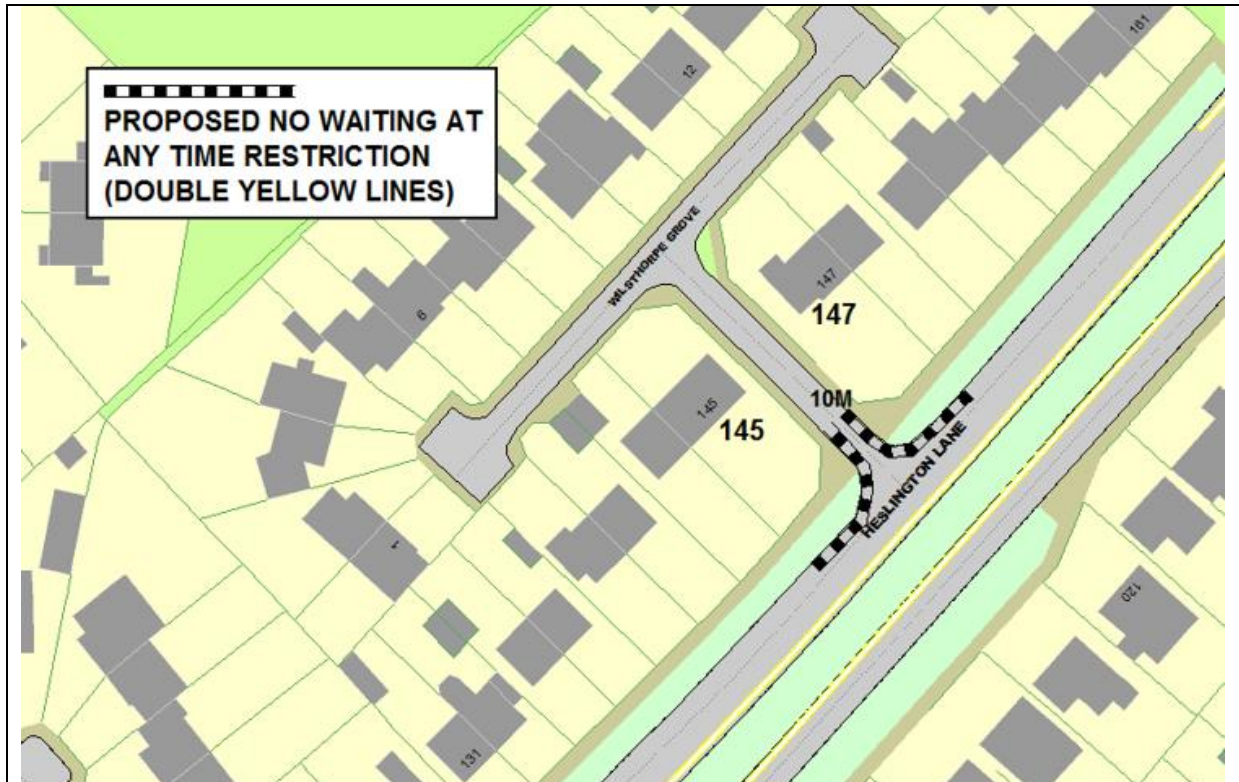
Details received on file were:

An issue of vehicles parking opposite the junction of Heslington Croft. The parked vehicles are leading to proceeding vehicles having to move to the centre of the carriageway when rounding the bend on Heslington Lane. We also received a request for restrictions due to vehicles parking close to the junction of Nevinson Grove.

Heslington Lane is a residential through road that leads from Fulford Road to Heslington village, with a direct road then leading to Hull Road. Due to this the road is heavily used during peak times. Each of the junctions have tactile pedestrian crossing points.

We advertised for the implementation of no waiting at any time restrictions opposite the junction of Heslington Croft. To include the junctions of Nevinson Grove, Heathmoor Drive, Stirling Grove and Wilsthorpe Grove. This should lead to increased visibility, safety for pedestrians crossing the junctions and free flow of traffic through the bend. This will also prevent parking close to, and opposite the junctions. Please see plans below.





Representations Received.

We received 5 objections and 2 representations in support of the proposal.

Objections:

- I wish to object to your proposal to introduce “No waiting at any time” restrictions to the south west side of Heathmoor Drive, in front of no. ..., which is my parents’ house. I note from the diagram which you enclosed with your letter to my parents that you propose to encircle their property with double yellow lines, thus leaving them, and their visitors, with no possibility of parking at their own home.

My parents have lived happily at .. Heathmoor Drive since 1984 and they are now in their mid seventies. It is very distressing for them to suddenly receive these proposals from you, without being told the reasons why you want to introduce a measure which would be detrimental to their day-to-day lives. Your proposal is causing them considerable concern, especially to my father who suffers from cancer and really doesn’t need any more worry than he already has.

My parents play a key role in helping with family childcare responsibilities. In particular, they help with childcare during school holidays and help with day-to-day school pick-ups and they have a car specially fitted with child seats for this purpose. These duties would be considerably more difficult if they were unable to park their car.

It is very clear to me from the diagram you sent, that your proposal would isolate two elderly people from contact with friends and family, given that they are unlikely to receive visitors when those visitors have nowhere to park. I sincerely hope you will decide not to go ahead with this proposal.

- I am writing to formally and strongly object to the proposal set out in the recently issued draft Traffic Regulation Order and accompanying map, which seeks to impose a “no waiting at any time” restriction directly outside my property at .. Heslington Lane, YO10 4HS.

The introduction of this restriction would remove all on-street parking available to residents at this location. My household relies entirely on the ability to park outside or near our home. The proposal therefore represents a significant and unreasonable impact on our daily life, particularly given that no alternative parking arrangements are available in the vicinity.

Having reviewed the draft order, I am extremely concerned that no clear evidence or justification has been provided to support the imposition of such a restrictive measure. Although a school exists further up the street, its presence has never generated congestion, safety issues, or parking pressures outside my property. The section of road affected by this proposal has been free from obstruction problems, visibility concerns, traffic flow issues, or any incidents that would warrant a “no waiting at any time” restriction.

As you will be aware, when promoting a TRO the council has a statutory obligation to ensure that any restrictions introduced are:

- Necessary,
- Proportionate,
- Evidence-based, and
- Targeted to a clearly identified problem.

This proposal appears to meet none of these criteria. Instead, it applies a blanket restriction to an area where no traffic or parking problems exist, while creating a new and unnecessary hardship for residents. Such an approach risks being both disproportionate and inconsistent with the council’s duties under the Road Traffic Regulation Act 1984.

I therefore request that the council reconsider this proposal in its entirety or, at the very least, reassess whether this part of the road should be excluded from the restriction.

Please confirm in writing that my objection has been received and that it will be given full consideration as part of the statutory consultation process.

- We are writing with regard to your letter dated 31st October 2025

giving notice of the proposed amendments to the Traffic Regulation Order, which would introduce “no waiting at any time” restrictions in Fulford. We are the occupiers of .. Heathmoor Drive and we strongly object to your proposal to introduce double yellow lines in front of our home, which would have a detrimental impact on our lives.

In your letter you do not tell us why you wish to prevent us from parking at our own property; nor do you direct us to any evidence showing that there is a problem here. In accordance with your letter, we contacted you to ask for your reasons for this proposal, but at the time of writing this letter we have had no response from you. If you had allowed us to know your reasons, we would have been able to address them in this letter; as things stand, we shall have to try to guess. We feel that this puts us at a significant disadvantage. We understand that we could have made our way to the council offices, sought out your report, read through it, and attempted to deduce what your reasons might be, but we are not experts in your field of work and could not guarantee to draw accurate deductions. Thus, those who make the decisions regarding your proposals will not see the objections we could have raised, but only those we can make whilst not possessing the full information. We feel this is unfair.

We object to the introduction of double yellow lines in Heathmoor Drive at the front of our property, thus making us the only people on the Lawfield Estate to be isolated in this way. We are now in our mid seventies and have lived at this address for 41 years. In all that time we have never been made aware of any problem or objection to our parking in front of our own home. The traffic moves smoothly along Heathmoor Drive, and the junction with Heslington Lane is clear. We cannot understand why, suddenly after 41 years, the council wishes to introduce these unnecessary measures.

We note that you propose to put double yellow lines at the junctions of Nevinson Grove, Stirling Grove and Wilsthorpe Grove with Heslington Lane, but only for a stretch of 10 metres. If you were to do the same in Heathmoor Drive, this would reach the northern boundary of our property and leave the front of our property clear. If 10 metres are sufficient for Nevinson, Stirling and Wilsthorpe Groves, that should be sufficient for Heathmoor Drive, given that the only other road in the vicinity is a small access road. I have a VW Polo fitted with child seats, which I park outside my home between the dropped kerb and the boundary with .. Heathmoor Drive, a considerable distance from the junction with

Heslington Lane. As an elderly person unable to balance on a bicycle, I need my car to maintain my independence, but most of all to enable me to pick my grandchildren up from school and drive them to their home in Riccall. We are an important part of our grandchildren's lives and all parties would be adversely affected if this was prevented. If I couldn't park my car at my own property, I would have to try to find someone else's house to park outside, thus potentially causing conflict with my neighbours.

I refer you to the City of York Council's website, which highlights the council's Age Friendly York initiative, which in turn signposts to the Live Well York website. This website stresses the importance of social contact and explicitly advises people to "invite friends and family over". In our case, all our family and friends live outside the Fulford area, so need to park at our property when they visit us. These visits are essential to our wellbeing. My husband suffers from cancer, and we now need more help from our family. We also sometimes need grocery deliveries. All these things are threatened if people cannot park at our property.

A flippant response to our concerns might be to suggest that people can park elsewhere when they visit us. However, another of your proposals is to put double yellow lines along Heslington Lane, which will obviously force the cars which currently park there to move instead to the narrow roads of the Lawfield Estate to park. Thus, if we and our visitors cannot park at our property, we are very unlikely indeed to find anywhere else to park.

We understand that there has recently been a slight increase in people parking along Heslington Lane, and we guess this is due to people working or studying at the university seeking an off-campus parking space. We do not feel that double yellow lines are the answer, as this is a measure that punishes residents and forces the parked cars on to other, narrower roads. The solution to the problem is for the council to request that the university provides its staff and students with adequate low cost parking facilities.

Your letter is not clear who our objections should be sent to. On one page it says the Director of City Development and on the other page it says the Director of Economy and Transport. We are sure this confusion is entirely accidental, so we will take the precaution of sending letters to both of them, in the hope of reaching the right person.

We conclude our letter by repeating that we strongly object to your proposal to prevent us from parking at our own property, thus isolating us from family and friends. We hope that the points we have made will be given full consideration.

- I am writing to object to your proposal to place double yellow lines around my parents' home, leaving them with nowhere to park. My parents live at .. Heathmoor Drive in Fulford, and have done so for the last 41 years. As you know, the Lawfield Estate comprises Heathmoor Drive, Heath Croft, Low Moor Avenue and Tilmire Close. It is a quiet, neighbourly estate, and my parents have never in the last 41 years received any complaint about parking at their property. Your proposal would make them the only people on the Lawfield Estate who were banned from parking outside their own house. My parents are now in their seventies and my father suffers from cancer. They now need more help than in their younger days, and it is important for family members to be able to access their property in order to provide whatever help they may need. It is also very important for them to have contact with friends and family members, but I think any visitors will be deterred from visiting them if they cannot park. I understand that you propose to restrict parking on Heslington Lane. This will not stop the parking; it will just encourage people to park on the Lawfield Estate instead of Heslington Lane, making it exceedingly difficult for us to find an alternative parking space.

My children will be very distressed if their contact with their grandparents is diminished. My parents play a vital childcare role, not only with school pick-ups, but also during school holidays. They have a car, parked outside their property, kitted out with child seats so that they can help in this way. This help means a great deal to us.

I do hope you will reconsider your proposal, and allow my parents to continue living happily at .. Heathmoor Drive without being isolated by double yellow lines.

- Please clarify , where my family members /or friends can park ? On the yellow lines or would I need a permit , if a permit is required - would this require a fee ?

If anything has a fee incurred , I will oppose .

It is more important to as much relevance should be given to the types and loads of vehicle driving along the full stretch of Heslington lane .

I would like to know

1. Will there be any restrictions in front of my house
2. If there is restrictions - will that mean my friends and family who come to my house cannot park on the street in from of my house due to the restrictions (which ever one that is)
3. If a restriction applies as such per the above I've mentioned - I strongly object and I need more specifics of these restrictions asap

!

4. When is the meeting and where is it held ?
5. How do I object ?
6. Who do I need to speak to because I'm not happy emailing back and forth your reply is far from reasonable in timescale of replies

In support:

- In respect of the Proposals in your letter dated 31st October 2025 I fully support them in their entirety based on them being in addition to the existing (already placed) Double Yellow Lines.

In respect of the additional Lines on Heslington Lane I support them all in their entirety in the interests of Road Safety including the fact Heslington Lane around Heslington Croft is a bend in the road and causes enormous safety issues both West and East of Heslington Croft. This makes the requirement of the lines more than justified.

I would also emphasize that in addition to the lineage:

Enforcement is frequently carried out especially (although not limited to) School Closing Times. The Heslington Lane Lines will go along way to alleviating existing parking problems.

Further Urgent Consideration to additional Double Yellow Lines and enforcement both currently and in the future are required for all of Broadway west of its junction with Heslington Lane.

Also Urgent Consideration and implementation of a 'Respark' zone in the Fulford area bounded by Heslington Lane and Broadway.

Also including the side roads to the south of Heslington Lane. This being to cut back on the hazards caused by the regular daily parking of non-residents cars.

- We are wholly supportive of the proposal and hope it will bring an end to the anti-social and, sometimes, dangerous parking which has been taking place increasingly of late.

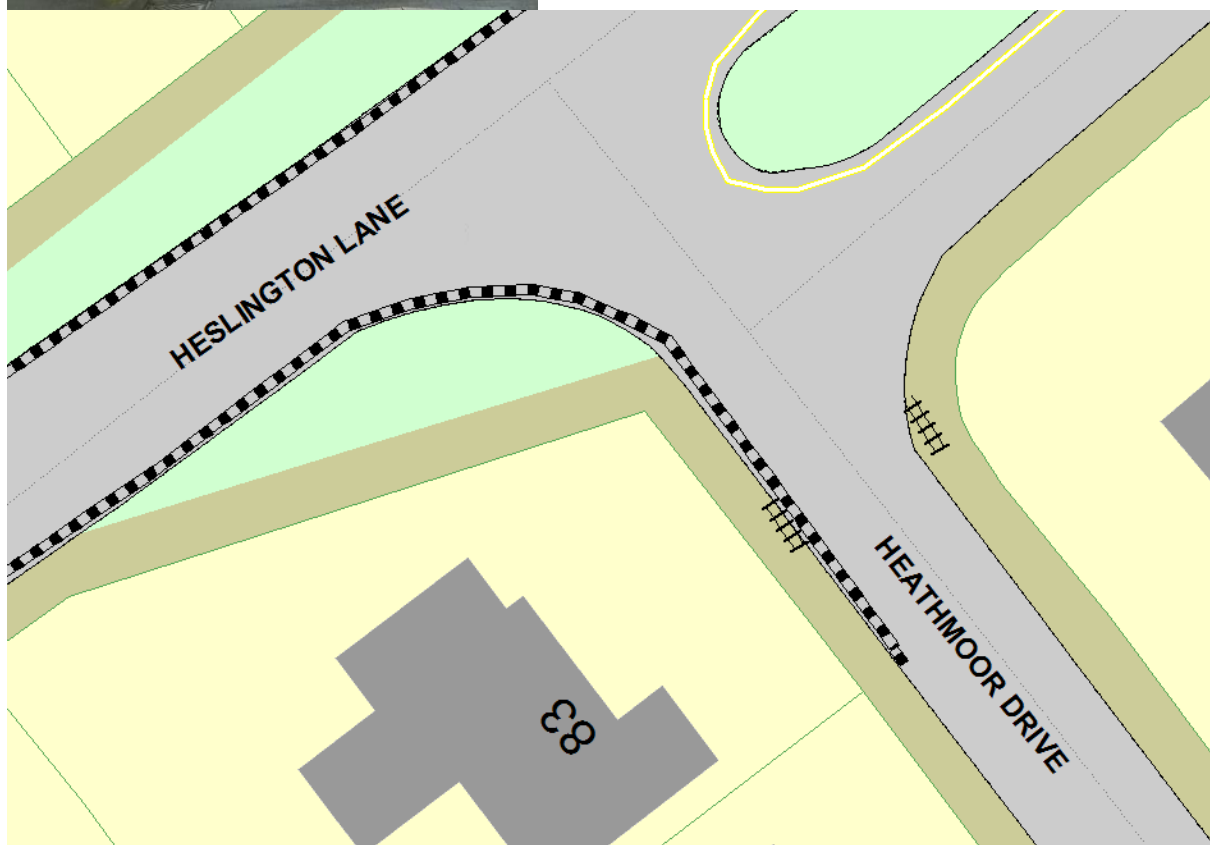
Our only concern is that some people will now decide to park on the grass verges along the affected no parking areas which would swop one lot of anti- social parking with another! It will also make a horrible, unsightly muddy mess. Is there any way of avoiding this? If you can think of a solution we'd be grateful.

Officer analysis and recommendation

Parked vehicles on the north side of the Heslington Lane are leading to vehicles rounding the bend in the centre of the carriageway and into conflict with cyclists passing the parked vehicles and vehicles travelling in the opposite direction.

Consideration was given to a lesser restriction on Heathmoor Drive

however any parked vehicle between 81/83 Heathmoor Drive is restricting access to, and visibility from, the tactile crossing point. All properties adjacent to the proposed restrictions have off-street parking amenity for a minimum of two vehicles. Please see below an image of vehicles parking on the bend with an oncoming vehicle approaching and a plan showing the location of the tactile crossing point on Heathmoor Drive.



Options:

1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

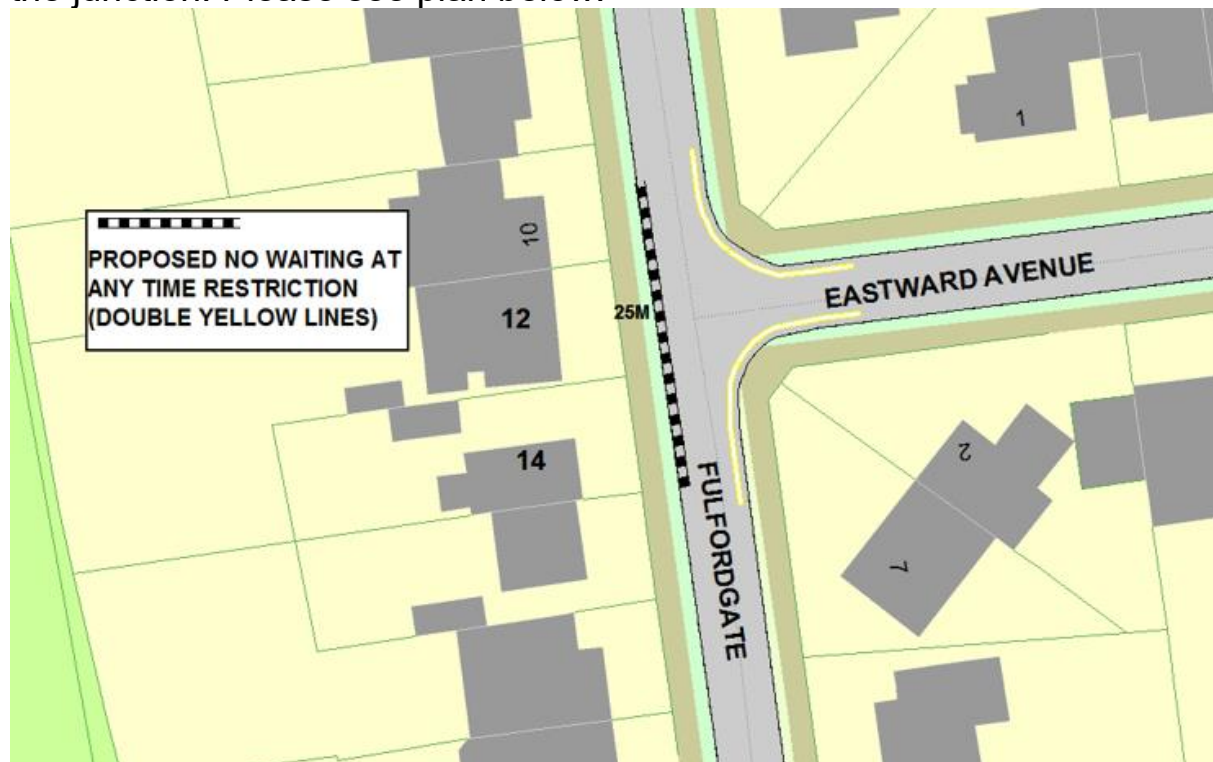
E5**Location: Fulfordgate****Nature of problem and plan of advertised proposal.**

Details received on file were:

An issue of vehicles parking opposite the junction of Eastward Avenue and on the residents H-Bar marking leading to vehicles being restricted when exiting the junction and the resident being unable to exit their driveway. Fulfordgate leads to the entrance of Fulford School and is very busy with vehicles and pedestrians during peak school hours.

There are existing no waiting at any time restrictions (double yellow lines) on the exit of the Eastward Avenue junction and for 12m on Fulfordgate. There are no restrictions opposite the junction. There is also an existing H-Bar marking across the dropped kerbs of 12-14 Fulfordgate.

We advertised to implement no waiting at any time restrictions opposite the junction. Please see plan below.

**Representations Received.**

We received 2 objections to the proposal.

Objections:

- I wish to object to the proposed York Parking, Stopping and Waiting (Amendment) (No. 14/68) Traffic Order 2025 on the grounds that it will cause significant parking displacement onto Eastward Avenue, which has not been assessed or addressed within the proposal.

The new "No Waiting at Any Time" restrictions on the surrounding

roads will remove a substantial amount of currently-available on-street parking. This parking will inevitably be displaced onto the nearest unrestricted road, which is Eastward Avenue.

This raises several serious concerns:

1. Increased parking congestion

Eastward Avenue will become the natural overflow area, making it difficult for local residents to park near their homes.

2. Highway safety risks, especially in a cul-de-sac

Eastward Avenue is a cul-de-sac and already experiences heavy congestion during school drop-off and pick-up times. Additional displaced parking will:

- Increase traffic volume in a confined space
- Create more turning movements at the dead-end
- Reduce visibility for children crossing
- Force vehicles to mount pavements or reverse unsafely

This significantly increases the risk of accidents, especially involving children.

3. Lack of adequate risk assessment

The Council's proposal does not appear to consider:

- Cul-de-sac geometry
- Peak-hour school traffic
- Limited turning space
- Existing congestion levels
- The increased collision risk created by pushing more parking into this closed street

It is unclear why these factors were not included in the risk assessment, despite being well-known local issues.

4. Unintended impacts not considered

Under the Traffic Regulation Act, the Council must consider whether the scheme will displace parking problems to other areas. This has not been addressed for Eastward Avenue.

5. Lack of consultation

Although Eastward Avenue is not included in the Order, it will be directly affected by its consequences. Residents have not been consulted on this impact.

Requested action

I respectfully request that the Council:

1. Review the displacement and safety impacts on Eastward Avenue before proceeding;
2. Factor the cul-de-sac layout and school-time congestion into the risk assessment;
3. Consider appropriate mitigations (limited waiting, junction protection, or residents' parking measures);

4. Engage with Eastward Avenue residents regarding the secondary impacts of the proposal.

Thank you for considering this objection.

- We write as the owners of .. Fulfordgate and although we are in the process of selling the house we still feel that our views should be taken into account as well as our local knowledge.

The above proposals are unacceptable and should not be carried out. They are poorly thought out and will not alleviate traffic problems.

Double yellow lines outside three houses will cause a great deal of inconvenience.

If residents are unable to park in this area they will have to park outside other properties in the street or further afield. There is already a shortage of parking space at certain times so reducing it further will cause problems.

We have witnessed traffic chaos on Fulfordgate on many occasions but can confidently state that the proposed yellow lines would not have made any difference whatsoever. Double parking at either end of Fulfordgate causes problems for school buses but not in the area of the proposed new yellow lines

Parked cars in Fulfordgate are only a problem when the school is open. There are no problems outside school hours. Double yellow lines will inconvenience local residents at all times.

A resident's only parking scheme should be considered as should turning the Germany Beck access point to the School into the main entrance.

Fulfordgate is too narrow for the volume of traffic including large school buses that are using it at certain times. A workable solution to the traffic problems should be sought. This proposal is not that solution.

We hope that our objection is not ignored and that local residents are not ignored

Officer analysis and recommendation

No further action is recommended at this time.

Fulfordgate and Eastward Avenue have been added to the Resident's Priority Parking(Respark) waiting list for consultation on implementing a scheme in this area. Permit and parking restrictions will be considered for both streets during the consultation.

15m of the proposed 25m restriction currently has H-Bar marking in front of 12 & 14 Fulfordgate and the junction of Eastward Avenue has no waiting at any time restrictions. This provides full visibility from the junction.

Options:

1. Implement as Advertised- Not recommended
2. Take no further action- **Recommended**
3. Implement a lesser restriction than advertised- Not recommended

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Annex F Guildhall ward

F1 Location: Maplehurst Avenue

Nature of problem and plan of advertised proposal.

Details received on file were:

An issue of vehicles parking close to the junctions and restricting visibility of pedestrians and other road users. Also preventing access/egress from the off-street parking areas. Maplehurst Avenue is a residential Cul-de-sac with all properties having off street parking amenity for a minimum of one vehicle. There is a block of flats that also have off street parking amenity. A cycle path leading from Haxby Road also leads into Maplehurst Avenue.

We advertised to implement no waiting at any time restrictions to prevent parking close to the junctions and increase visibility of all road users.

Please see plan below.



Representations Received.

We received 3 objections and 1 representation in support of the proposal.

Objections:

- I OBJECT to the proposals in items (a) and (c) for the following reasons:

We do not need double yellow lines in the proposed areas.

There is no significant problem with the existing parking

arrangements.

The proposals will make visitor parking more difficult.

This is not a good use of council funds.

- I am emailing in response to the letter we received for the planned changes to Maple Hurst Avenue (Double Yellow Lines). We are quite unhappy with this proposed plan as it means our friends and family will struggle to visit as they will have nowhere to park. And I am aware other members of the street often have visitors who use these same areas. I understand there may be this requirement for the area next to the communal bins for access to these. However, we have personally never had any issues with cars parking on any other location of the street and we have never had access issues. I wonder if a parking permit would be more suitable in those other areas so that only residents/relatives can park as I am aware people not from the street often come and park.
- I wish to object to the proposal to impose double yellow lines on Maplehurst Avenue.

First of all we have no visitor bays on the estate for parking so there would be nowhere for visitors to park. I am a single mother and rely on friends visiting for my wellbeing, no parking would make this impossible and be a detriment to my mental health.

There are many residents with more than 1 car on the estate too and I think they will have to park on their front lawn which will damage the greenery and overall look of the estate. The current layout of the estate means there is enough room for cars to park. The parking spaces are appropriate and people always leave enough room for people to get out safely.

Secondly we already take an overflow of cars because there is not enough parking at white cross gardens hospital. Cars are often parked around the estate during the day. If they cannot park on the estate they will just park on vacant driveways leading to stress for residents coming home from work. I assume no provision will be put in place to stop this.

Thirdly I worry the traffic will be heavy with people looking for spaces on a morning and deliveries taking place throughout the day, my son walks to school this way and I would be very concerned an accident may occur.

There already isn't enough parking around here as its mainly permit in the surrounding streets. This strikes me as an excuse to issue fines and make money under the guise of solving a problem that doesn't exist. I see absolutely no benefits for residents.

In support:

- I live at .. Maplehurst Avenue and received notice of double yellows, in your proposed plans. In front of our property (which is straight onto the street) there will be no lines and from past experience of bad parking, people will park there, because other areas will be double lined this will be the only areas for them to keep parking, also blocking the ally way at the side of our building which wheelchairs, prams, bins etc need access from. Houses numbered 33,35,37 have designated parking but don't have numbers on them which will give another area to just park which will cause us not to be able to park at all down our own street. So I'm for the double yellow lines but I hope we get them outside our homes, to stop people parking in the only available area in the street, even though it's in front of our parking, so parking there would be an obstruction, people have and will park there. So please can we have lines going from our parking to the first driveway of number 31, this will cover in front of our homes and the ally way thank you.

Officer analysis and recommendation

Vehicles parking on the corners and cul-de-sac area are restricting visibility when accessing/egressing the junction and access to the designated off-street parking areas. They are also restricting access to the cycle path located along a recognised cycle route.

The proposed restriction addresses these previously raised concerns.

Options:

1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

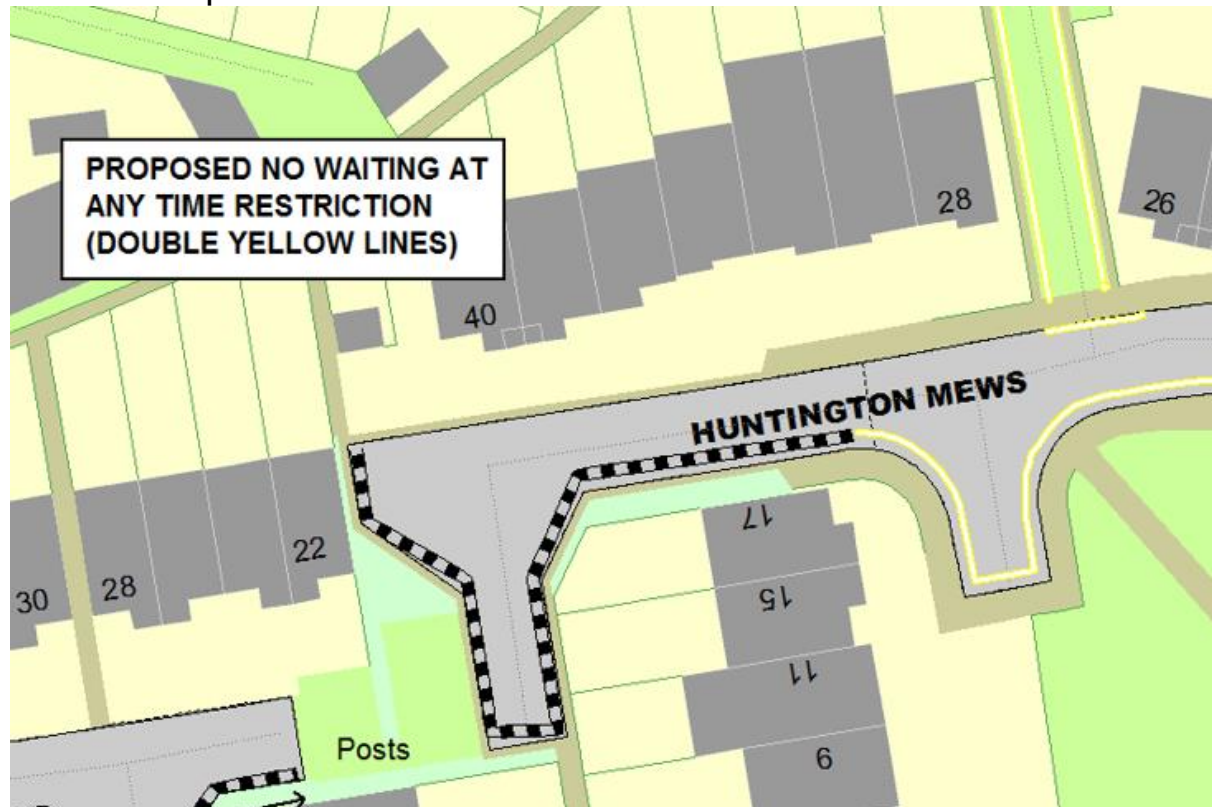
F2**Location: Huntington Mews****Nature of problem and plan of advertised proposal.**

Details received on file were:

A Resident raised an issue of vehicles parking opposite their vehicle access(driveway) and restricting access to their driveways and the end of the cul-de-sac. Huntington Mews is a residential cul-de-sac. There are no waiting at any time restrictions in place on all other turning heads in the area leading to parking in the unrestricted area at the end of Huntington Mews.

We advertised to continue the existing no waiting at any time restrictions to the end of the cul-de-sac to provide full access to the turning head and residents driveways.

Please see plan below:

**Representations Received.**

We received 1 objections and 2 representations in support of the proposal.

Objections:

- I OBJECT to the proposals in items (a) and (c) for the following reasons:
We do not need double yellow lines in the proposed areas.
There is no significant problem with the existing parking arrangements.
The proposals will make visitor parking more difficult.

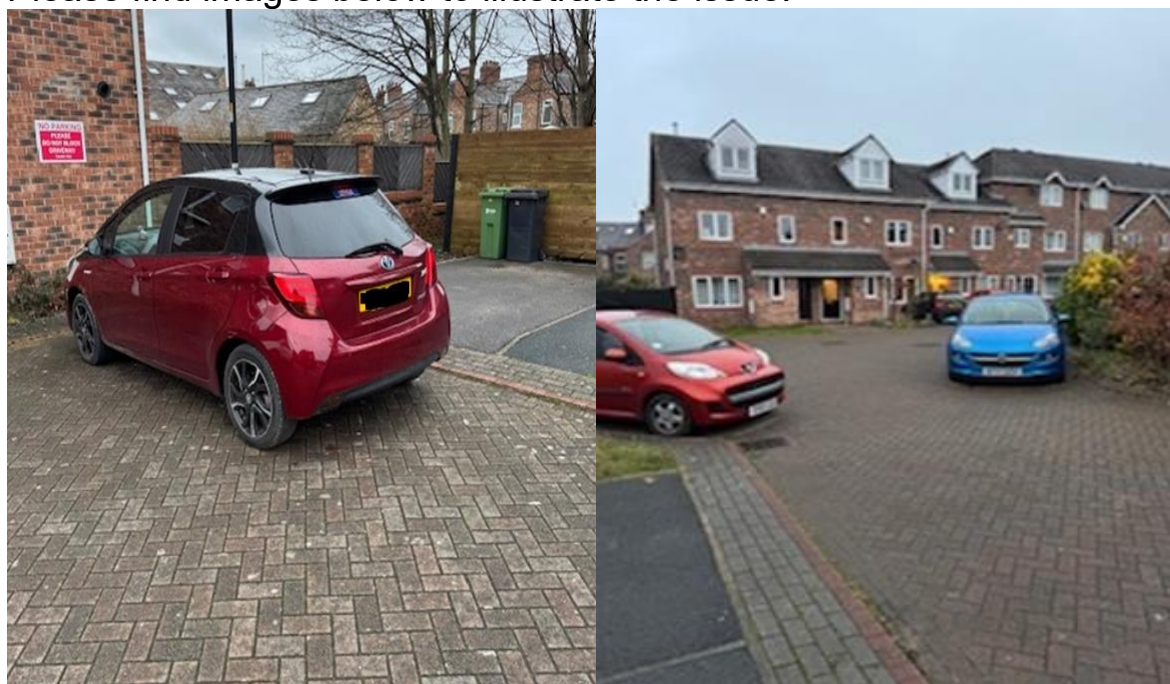
This is not a good use of council funds.

In support:

- I wish to fully support the proposal of traffic restrictions outside my property .. Huntington Mews.
I have lived here for over 20 years and parking outside my home has always been a problem.
It's normally students and hospital workers who abuse the parking. They often leave it extremely difficult for me to get in and out of my own driveway and many become abusive when you ask them to move.
Putting double yellow lines would totally solve the problem for me and my neighbours.
- I initiated the request for parking restrictions in the Huntington Mews cul de sac. I fully support this proposed change. Too often people park here without due consideration to the residents particularly regarding access to driveways & this also creates access issues for delivery drivers with larger vans. There have been numerous occasions where cars have been left for in excess of 5 or 6 days, directly opposite the access to my driveway. I have shared photographs when I initially requested this restriction.

Officer analysis and recommendation

Parked vehicles are restricting access to the cul-de-sac end of Huntington Mews and the designated parking areas within it.
Please find images below to illustrate the issue.



The proposed restrictions will provide visibility from the junction of the

cul-de-sac and access to the designated off- street parking.

Options:

1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

F3**Location: Thomas Street****Nature of problem and plan of advertised proposal.**

Details received on file were:

Cllr. Melly and resident requested restrictions on Thomas Street as parked vehicles are preventing access to the full length of the street and turning head. Thomas Street is a small residential cul-de-sac with 6 terraced properties. There is a footpath that leads through to James Street at the end of Thomas Street. As there are no restrictions currently in place this is leading to commuter and short stay parking occurring and preventing access to the turning head.

We proposed to implement no waiting at any time restrictions to provide access to the full length of the street. Please see plan below.

**Representations Received.**

We received 4 objections and 1 representation in support of the proposal.

Objections:

- I am writing to formally object to the proposed amendments to the Traffic Regulation Order as detailed in the recent "Notice of Proposal" received on 31st October 2025. I am late responding due to just returning from holiday. My objection relates specifically to the proposed yellow lines outside my property at 1 Thomas Street.

I believe the introduction of yellow lines in this location would have

a negative impact for the following reasons:

1. Loss of essential parking for residents: The removal of on-street parking will significantly affect residents as there are 5 car owners in the street. What are residents going to do when they return to the street to find shoppers, day trippers and bus drivers have parked in the street? Where are they supposed to park, particularly as off-street parking is limited/unavailable in this area?
2. No current parking or safety issue: At present, parking outside the property does not cause obstruction or safety issues, as vehicles park responsibly.
3. Impact on residents' daily life: These restrictions would make it difficult for residents to park near their homes, potentially increasing congestion in surrounding streets.
4. Alternative suggestion: Instead of full yellow lines, the council could consider restricted hours, residents-only parking, or clearer signage to address any specific concerns.

For these reasons, I respectfully request that the proposed yellow lines in Thomas Street are reconsidered or withdrawn. Maybe the yellow lines could be placed down the side of Thomas Street but not in the turning area?

Thank you for your attention to this matter. I would appreciate confirmation that my objection has been received and recorded.

- I am writing to express my concerns regarding the proposed installation of double yellow lines on Thomas Street. As a resident of the street, I recognise that parking can be an issue in the area; however, reducing the available parking spaces will only make this problem worse.

The main difficulty we face is that non-residents often park their vehicles on Thomas Street, with some cars left unattended for long periods—sometimes even weeks. The proposed double yellow lines would not address this issue but would instead prevent residents and their visitors from finding suitable parking as there simply would not be a sufficient number of spaces for the cars.

I urge you to reconsider this proposal and explore alternative solutions that would better serve the community. For instance, a permit system that could effectively manage parking without causing unnecessary inconvenience to those who live here.

- I am writing to express my strong objection to the proposed installation of double yellow lines on Thomas Street. As a resident and a car owner, I already struggle daily to find parking anywhere near my home, and this proposal shows a complete lack of understanding of the actual issues affecting this street.

The parking difficulties here are not caused by residents. They are

caused by non-residents who regularly use Thomas Street as a free, long-term car park. On a daily basis, the spaces are taken by workers' vans, people wearing First Bus uniforms who clearly park here before starting their shifts at the nearby station, and others who simply leave their vehicles here while they go shopping in town. Some cars are abandoned for days or even weeks at a time. This is the real problem we face.

Installing double yellow lines will do absolutely nothing to address this. Those same non-residents will still attempt to park down here—because they always do—and the end result will be even fewer spaces available for the people who actually live on the street. Residents and their visitors will pay the price for a decision that does not tackle the root cause of the issue. Frankly, it is one of the most ill-thought-out and counterproductive proposals I have ever seen put forward.

I would appreciate it if the Council could disclose the reasoning behind this decision. From the perspective of those who live here, it appears completely ludicrous, and it is difficult to understand how such a proposal could be considered beneficial to anyone in the community.

I urge you to reconsider and instead explore sensible alternatives, such as a residents' permit system, which would actually address the misuse of parking on Thomas Street without punishing those who call it home.

- Response to Consultation on The York Parking, Stopping and Waiting (Amendment) No 14/68 – nn Lansdowne Terrace and ppp Thomas Street

Lansdowne Terrace and Thomas Street are located in an area of small urban residential streets of Victorian terraced houses, close to York City Centre. Occupation is a mix of single family and houses in multiple occupation.

Parking on the west side of Lansdowne Terrace is currently restricted between the hours of 0800 and 1800 Monday to Friday. Neighbouring streets are identical in character and have no parking restrictions in place. None of the streets in the locality has a residents permit parking scheme in place (although this is in operation on the main road).

I object to the two draft amendments (nn and ppp) above, published for consultation by the City of York Council (CYC) on 31 October 2025. I consider the proposals to be illogical and xxx for the following reasons:

1. Adequate Reasons for the Proposed Notice Not Provided
The statement of reasons provided by CYC for the introduction of

the proposed amendment is “dangerous and inconsiderate parking”. The notice provides no further information, data, or other evidence to support the assertion. As a resident of Lansdowne Terrace, I am not aware of any incidents or accidents caused by dangerous parking and, during my residency, CYC has never contacted residents to raise any issues with parking or discuss options to make it safer. If CYC is concerned about dangerous or inconsiderate parking implementing a total prohibition on parking on one side of a residential road without first engaging with local residents to explore other options is extreme and unreasonable. Lansdowne Terrace is no different from any of the surrounding residential streets e.g. Granville Terrace, Nicholas Street, Milton Street, Arthur Street yet Lansdowne Terrace and Thomas Street are the only two streets in the area identified for any parking restrictions. CYC has failed to demonstrate why parking on Lansdowne Terrace presents risks absent on other roads. Without a clear rationale the proposal is illogical.

The current restrictions on parking in existence on Lansdowne Terrace were imposed to enable access by articulated lorries delivering to commercial premises at the end of the road. These premises have closed and are being replaced by a residential development of 8 houses. It would therefore be logical to remove the restrictions completely to align Lansdown Terrace with neighbouring roads rather than increase restrictions

During the consultation for this residential development local residents raised concerns about the impact on local parking and safety as a result of increased vehicular traffic and restricted parking provision within the site. No issues were identified by the applicant in relation to parking and no approval was sought for amendments to local parking arrangements. This should therefore not be a factor in CYC’s current consideration.

Parking on small residential streets serves an unintended purpose of slowing down traffic, I am further concerned that a permanent restriction of traffic on Lansdowne Terrace would lead to a reduction in perceived hazard resulting in motorists travelling at increased speeds, particularly to and from the new housing development, substantially increasing danger to pedestrians, cyclists and other road users.

Based on the above, I do not consider therefore that CYC has provide adequate reasons for the proposed TRO or demonstrated that this TRO is proposed for a statutory purpose.

2. Breach of Section 122 Duty

When considering making a Traffic Regulation Order (TRO) CYC

has a statutory duty to consider the matters detailed in section 122 of The Road Traffic Regulation Act 1994, this includes the effect on the amenities of the locality.

Lansdowne Terrace comprises 34 houses. The Department of Transport estimate that 34% of households had 2 or more cars in 2024, 44% had one car and 22% no cars. Based on these data, a conservative estimate of car ownership on Lansdowne Terrace would be 38 vehicles, as a number of houses are HMO this might be higher depending on occupants. The east side of the street has spaces for approximately 17 cars.

Available parking on Lansdowne Terrace and all neighbouring streets is generally fully utilised at all times. Residents access to parking is further limited by the routine use all local roads by commuters and visitors wishing to avoid parking charges in the city centre and, increasingly by residents of the four student accommodation sites, none of which provide parking for residents. Imposing additional parking restrictions in an area where parking is already severely constrained would adversely affect the amenity of the area and would be likely on many occasions to prevent residents parking on their own or any near-by street. Beyond the immediate vicinity there is no available residential parking on either side of Lawrence Street meaning residents may find it impossible to park within walking distance of their houses or necessitating use of CYP car parks. This may result in increased risk to personal safety, safety of vehicles and increased insurance costs.

Furthermore, this limitation and the presence of no stopping or waiting restrictions on a small residential street is likely to have an adverse impact on the value of houses on the road, further affecting my amenity as a homeowner.

CYC has not demonstrated that they have taken the amenity of the local area into consideration in making this proposal and therefore this TRO would be in breach of CYC's section 122 duty.

3. Adequate Consultation

CYC has failed to adequately engage or consult on these proposals:

The Act and related Regulations set out the requirements for statutory and Public Consultation. This should include a statement of reasons that is adequate to enable the consultee to understand the statutory purpose and reasons for proposing the TRO and provide a reasoned response. The documentation provide by CYC fails to do this as described above.

CYC has failed to undertake adequate consultation within the provisions of the Act. The notification to residents fails to state that

this is a consultation, only residents on the streets directly affected have been notified by letter and the letters delivered to residents in Lansdown Terrace appear to deliberately obscure the extent or impact of local changes, the map provided not only fails to indicate the proposed changes on nearby Thomas Street which compound the restrictions on Lansdown Terrace, but Thomas Street is obscured on the attached map by the legend. This is actively misleading.

Residents on nearby streets who will be directly impacted by the reduction in available parking have not received direct communication.

The communication is misleading as it fails to state that this is a consultation and does not actively invite or make comment easy or straightforward. It is unclear if response by email is acceptable and there is no attempt to facilitate scrutiny or consult in a way that is convenient for stakeholders.

Furthermore, good practice guidance from DOT states engagement should be undertaken before TRO are proposed or consulted on, to identify concerns and mitigations, while not statutory it is extremely disappointing that CYC has made no attempt to engage with local residents and understand or address their concerns.

No impact assessment has been made available for the proposed amendments and CYC has demonstrably failed to assess or address the concerns and requirements of local residents who will be adversely affected by these changes. These TRO should not be made without substantial further engagement and mitigation for those living in the area who will be significantly affected by the changes.

In support:

- I write with regards to the notice for proposed no waiting restrictions to the on street parking. Please can you advise me of what is happening. I realise that I have missed the deadline but I fully support any restriction of parking in these streets. I am the landlord of two properties on Catherine Court and I also own the parking spaces for these properties. My tenants have experienced access issues to the properties on a daily basis and they have also experienced access difficulties when emergency services are called. Do you have any plans for a the resident priority parking scheme on these streets or no waiting restrictions on Granville Terrace?

Officer analysis and recommendation

The objections have come from residents of the street, who are affected most by the proposed restrictions. Thomas Street and Lansdowne Terrace have been added to the Resident's Priority Parking(Respark) waiting list for consultation on implementing a scheme in this area. Permit and parking restrictions will be considered for both streets during the wider consultation. The recommendation is to take no further action at this time.

Options:

1. Implement as Advertised- Not recommended
2. Take no further action- **Recommended**
3. Implement a lesser restriction than advertised.

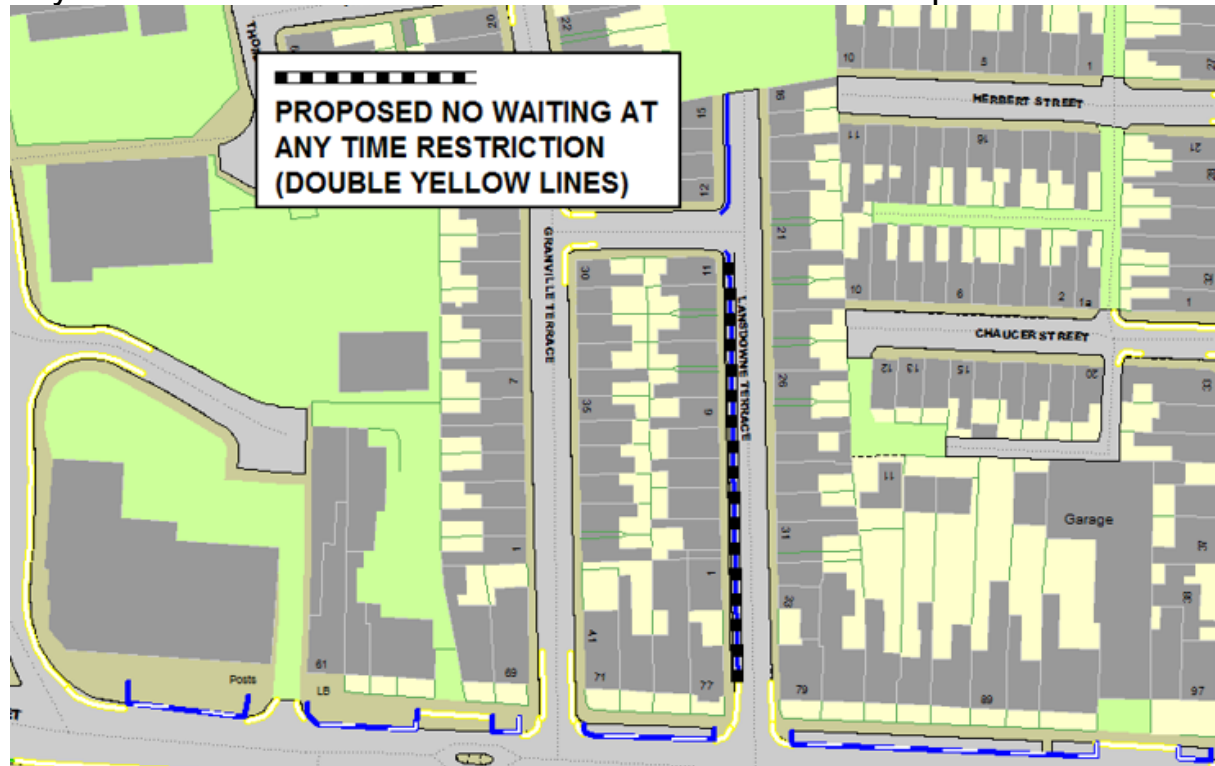
F4**Location: Lansdowne Terrace****Nature of problem and plan of advertised proposal.**

Details received on file were:

Our Parking Services team requested we consider revoking the current restriction on the western side of the carriageway and introducing no waiting at any time restrictions as vehicles parking on the carriageway will lead to vehicles being unable to pass and repass.

Lansdowne Terrace currently has a Mon-Fri 9am to 5pm timed restriction (single yellow line) on the full length of western side of the terrace. The carriageway is not wide enough for vehicles to park fully on both sides of the carriageway. Any vehicles parking on the western side outside of the restricted times are doing so on the footpath.

We proposed to revoke the timed restriction and implement no waiting at any time on the western side of the terrace. Please see plan below.

**Representations Received.**

We received a petition with 31 signatories objecting to the proposal and 9 separate representations in objection to the proposal

Objections:

- Response to Consultation on The York Parking, Stopping and Waiting (Amendment) No 14/68 – nn Lansdowne Terrace and ppp Thomas Street

Lansdowne Terrace and Thomas Street are located in an area of small urban residential streets of Victorian terraced houses, close to York City Centre. Occupation is a mix of single family and

houses in multiple occupation.

Parking on the west side of Lansdowne Terrace is currently restricted between the hours of 0800 and 1800 Monday to Friday. Neighbouring streets are identical in character and have no parking restrictions in place. None of the streets in the locality has a residents permit parking scheme in place (although this is in operation on the main road).

I object to the two draft amendments (nn and ppp) above, published for consultation by the City of York Council (CYC) on 31 October 2025. I consider the proposals to be illogical and xxx for the following reasons:

1. Adequate Reasons for the Proposed Notice Not Provided
The statement of reasons provided by CYC for the introduction of the proposed amendment is “dangerous and inconsiderate parking”. The notice provides no further information, data, or other evidence to support the assertion. As a resident of Lansdowne Terrace, I am not aware of any incidents or accidents caused by dangerous parking and, during my residency, CYC has never contacted residents to raise any issues with parking or discuss options to make it safer. If CYC is concerned about dangerous or inconsiderate parking implementing a total prohibition on parking on one side of a residential road without first engaging with local residents to explore other options is extreme and unreasonable. Lansdowne Terrace is no different from any of the surrounding residential streets e.g. Granville Terrace, Nicholas Street, Milton Street, Arthur Street yet Lansdowne Terrace and Thomas Street are the only two streets in the area identified for any parking restrictions. CYC has failed to demonstrate why parking on Lansdowne Terrace presents risks absent on other roads. Without a clear rationale the proposal is illogical.

The current restrictions on parking in existence on Lansdowne Terrace were imposed to enable access by articulated lorries delivering to commercial premises at the end of the road. These premises have closed and are being replaced by a residential development of 8 houses. It would therefore be logical to remove the restrictions completely to align Lansdown Terrace with neighbouring roads rather than increase restrictions

During the consultation for this residential development local residents raised concerns about the impact on local parking and safety as a result of increased vehicular traffic and restricted parking provision within the site. No issues were identified by the applicant in relation to parking and no approval was sought for amendments to local parking arrangements. This should therefore

not be a factor in CYC's current consideration.

Parking on small residential streets serves an unintended purpose of slowing down traffic, I am further concerned that a permanent restriction of traffic on Lansdowne Terrace would lead to a reduction in perceived hazard resulting in motorists travelling at increased speeds, particularly to and from the new housing development, substantially increasing danger to pedestrians, cyclists and other road users.

Based on the above, I do not consider therefore that CYC has provide adequate reasons for the proposed TRO or demonstrated that this TRO is proposed for a statutory purpose.

2. Breach of Section 122 Duty

When considering making a Traffic Regulation Order (TRO) CYC has a statutory duty to consider the matters detailed in section 122 of The Road Traffic Regulation Act 1994, this includes the effect on the amenities of the locality.

Lansdowne Terrace comprises 34 houses. The Department of Transport estimate that 34% of households had 2 or more cars in 2024, 44% had one car and 22% no cars. Based on these data, a conservative estimate of car ownership on Lansdowne Terrace would be 38 vehicles, as a number of houses are HMO this might be higher depending on occupants. The east side of the street has spaces for approximately 17 cars.

Available parking on Lansdowne Terrace and all neighbouring streets is generally fully utilised at all times. Residents access to parking is further limited by the routine use all local roads by commuters and visitors wishing to avoid parking charges in the city centre and, increasingly by residents of the four student accommodation sites, none of which provide parking for residents. Imposing additional parking restrictions in an area where parking is already severely constrained would adversely affect the amenity of the area and would be likely on many occasions to prevent residents parking on their own or any near-by street. Beyond the immediate vicinity there is no available residential parking on either side of Lawrence Street meaning residents may find it impossible to park within walking distance of their houses or necessitating use of CYP car parks. This may result in increased risk to personal safety, safety of vehicles and increased insurance costs.

Furthermore, this limitation and the presence of no stopping or waiting restrictions on a small residential street is likely to have an adverse impact on the value of houses on the road, further affecting my amenity as a homeowner.

CYC has not demonstrated that they have taken the amenity of the

local area into consideration in making this proposal and therefore this TRO would be in breach of CYC's section 122 duty.

3. Adequate Consultation

CYC has failed to adequately engage or consult on these proposals:

The Act and related Regulations set out the requirements for statutory and Public Consultation. This should include a statement of reasons that is adequate to enable the consultee to understand the statutory purpose and reasons for proposing the TRO and provide a reasoned response. The documentation provide by CYC fails to do this as described above.

CYC has failed to undertake adequate consultation within the provisions of the Act. The notification to residents fails to state that this is a consultation, only residents on the streets directly affected have been notified by letter and the letters delivered to residents in Lansdown Terrace appear to deliberately obscure the extent or impact of local changes, the map provided not only fails to indicate the proposed changes on nearby Thomas Street which compound the restrictions on Lansdowne Terrace, but Thomas Street is obscured on the attached map by the legend. This is actively misleading.

Residents on nearby streets who will be directly impacted by the reduction in available parking have not received direct communication.

The communication is misleading as it fails to state that this is a consultation and does not actively invite or make comment easy or straightforward. It is unclear if response by email is acceptable and the there is no attempt to facilitate scrutiny or consult in a way that is convenient for stakeholders.

Furthermore, good practice guidance from DOT states engagement should be undertaken before TRO are proposed or consulted on, to identify concerns and mitigations, while not statutory it is extremely disappointing that CYC has made no attempt to engage with local residents and understand or address their concerns.

No impact assessment has been made available for the proposed amendments and CYC has demonstrably failed to assess or address the concerns and requirements of local residents who will be adversely affected by these changes. These TRO should not be made without substantial further engagement and mitigation for those living in the area who will be significantly affected by the changes.

- I am writing to object to the parking change proposed to

Lansdowne Terrace, York.

The proposed change is to create a "No Waiting at any time" restriction on the west side of Lansdowne Terrace, replacing the existing "No waiting Monday to Friday 9am-5pm".

I am a resident of Lansdowne Terrace, York, Yo10 3ea.

I object fiercely to this change as it will remove essential parking for residents of this street, myself included.

It beggars belief that on a street where parking is already scarce you would propose to remove vital space for residents to park, it seems idiotic.

If this change goes ahead I and many others will find ourselves in a daily struggle, roaming nearby streets, which also have scarce parking available to find a location to park our vehicles.

You will not only create struggle for this street but for our neighbouring streets also.

I strongly suggest that you revoke this proposal immediately.

- I am writing to formally object to the proposed changes to the parking restrictions on Lansdowne Terrace to install 'no waiting at any time' along the west side of the road, replacing the existing 'no waiting Mon-Fri 9am-5pm' restriction.

With a commercial property (what was the WLD site) at the end of the end of the street, it made sense to instigate the current restriction. This facilitated large delivery vehicles being able to drive down the street during business hours to access that commercial property. With the conversion of that property to residential use, that need has gone. When we received notification of the change, I was expecting the restriction to be removed, bringing it in line with the lack of restrictions on the neighbouring Granville Terrace.

Instead, these new restrictions would reduce available parking in an area that already has limited parking available. Lansdowne Terrace and the surrounding streets are not part of a ResPark area, so the on-street parking spaces are used by people visiting the city centre, commuters, and by students from the nearby student accommodation on Lawrence Street, as well as residents. Also, there is likely to be additional parking demand from the new development on Lansdowne Terrace (the former WLD site) when it is complete, as the houses being built are three or four bedroom houses, but with only one parking space per house.

The proposed changes to Thomas Street (new 'no waiting at any time' on west side) will also affect the availability of parking on Lansdowne Terrace by reducing the available parking spaces in this set of linked streets (Lansdowne Terrace, Granville Terrace,

Hilda Street, Catherine Court, and Thomas Street).

The current restrictions work well, and at the moment there are usually parking spaces available in the evenings and at weekends, so I would like to know why these changes have been proposed. No parking restrictions have been proposed for Granville Terrace, which is harder to drive down when cars are parked on both sides of the street (the road width appears to be slightly narrower than Lansdowne Terrace), or for the link road between Lansdowne Terrace and Granville Terrace, so I would question why only Lansdowne Terrace is included in the proposed changes to the Traffic Regulation Order.

I would highlight how Thomas Street and Hilda Street (including Catherine Court) have more residential properties than the current development on the former WLD site, yet the lack of parking restrictions on Granville Terrace doesn't impede access to those properties.

If the changes to parking restrictions go ahead, I would request that a ResPark area is created for Lansdowne Terrace and the linked streets to address the issue of tourists/ shoppers/ commuters/ residents of student accommodation using the streets for parking.

- I am a long time, over 20 years, resident of Lansdowne terrace and my reply is within that context.

There are issues with parking on the street though the proposal to remove all parking on one side of the street does nothing to resolve them. I suggest the current restriction in parking remain (so no parking on one side of the street between 9-5 Monday to Friday). The council should instead look for a more sustainable solution to the challenges of pressure on parking resulting from other developments in the community such as HMO, student residences alongside increased parking charges in the city centre meaning shoppers and workers also seek to park on the street. The current restrictions are not perfect though are better than the changes proposed. In addition you need to respond to the issue of parking on pavements.

I have never expected or felt an entitlement to park immediately outside my home though I think it's reasonable to expect to be able to park on the street. In the time I have lived on the street I have witnessed the pressure on parking significantly increase. Some of this due to unintended consequences of other decisions ie the decision to permit student residences for over 600 students within yards of Lansdowne terrace. However, the student residence has no parking places and whilst many of those students do not have

cars you only need a small fraction of them ie 5% of them to have cars means there are 30 people looking to park their cars. I was assured by the developer, at the time, that this would not be an issue and that they would discourage students bringing cars with them. Sadly I recall on one occasion complaining about badly parked cars , at reception at Vita student, and being told there is nothing they could do.

Does anybody monitor what Vita student, and other student residences do to actually discourage students bringing cars into communities where parking is an existing issue? The promises developers offer when seeking planning permission need to be monitored. In addition there continue to be permissions given for large scale student accommodation in the local community, seemingly with no thought as to pressure on local on street parking. Would the council consider asking these developers to fund resident parking schemes on nearby streets?

Further pressure comes from the changing nature of residents and accommodation on the street and nearby community. Lansdowne Terrace and adjacent streets now have significant numbers of HMOs, often four or five occupants, many with cars. For example, permission was given, some years ago, for an HMO at 77 Lawrence Street, which is on the corner of Lansdowne terrace. This has eight or nine occupants though few, if any of them use parking available to the residents on Lawrence street, instead choosing to park on Lansdowne terrace with its unrestricted parking.

The issue of parking on pavements is a relatively recent one, certainly when I moved onto the street it did not happen. It also tends to happen on one side of the street though there is nothing to indicate parking on pavements is acceptable on one side rather than the other. Other than this traffic order what other options have the council considered?

Have the council considered the use of enforcement when appropriate, using powers available when pavement parking is an issue? Have the police been asked to work with the council to enforce when pavement parking is an issue?

Have the council considered markings on the pavement telling motorists where they can reasonably pavement park?

Have the council considered placing street signs requesting people do not park on the pavement, that when motorists park they consider the needs of others such as people using children's prams and people using wheelchairs?

Have the council considered the unintended consequence should

they bring this order in? Surely the council can anticipate that residents will be forced, alongside others such as shoppers and workers who will choose, to park on adjacent streets such as Granville Terrace, Nicholas Terrace, Farrar Street etc? Have residents in those streets been consulted as surely this order will impact upon them? Sadly I notice the creep already on Granville Terrace of cars increasingly parked on the pavements, so this traffic order if enacted will merely serve to hasten the day when you have to do the same on Granville Terrace and other streets nearby.

We also suffer from the consequence of decisions such as those increasing parking charges. Shoppers and workers have always parked on Lansdowne terrace though even more so with increased charges.

Have the council considered making the street one restricted to residents parking and if not why not? I'm not aware this has been considered. This in itself would relive pressure on parking on the street and also mean people are less likely to feel the need to pavement park.

I trust that rather than agreeing to this traffic order the executive member asks officers to consider the points I raise and seek alternative solutions to the challenges faced.

- I am writing to object to the proposed traffic restriction order relating to Lansdowne Terrace.

A notice was delivered through the door notifying us of the proposed change to the parking restrictions on the west facing side of Lansdowne Terrace, from a single yellow line to double yellow lines. As it stands the current restriction denies parking on that side of the street from 9am - 5pm Monday to Friday. If the new proposal goes ahead the already limited parking available down Lansdowne Terrace would of course be hindered further.

The notice stated that any further information required could be obtained from the York West Offices in the city centre during business hours, however anyone wanting to obtain this information would not be able to as once they have finished work (like myself) the offices would be closed. I find it remarkably unfair and deliberately hindering that this information is not available anywhere else other than visiting the offices in person. This leaves little to no time for contention on the matter. More on contention, the absolute bare minimum legal notice has been awarded on this matter, 21 days. Has the same notice period been given for the other 120-something stretches of road where further restrictions are proposed?

A family member took time out of their busy schedule to visit the offices for me, only to find out that information regarding the proposed changes is no different to the notice posted through the door. No reason or alternative has been given in relation to the change in parking restriction. If the restriction is being changed to prevent kerb parking on the west side of the street, the neighboring street, Granville Terrace, doesn't kerb park and a parking restriction is not currently present. I raise Granville Terrace as an example as it is a narrow and busy street.

There is a lot of student accommodation (both new and old) in the area which do not provide parking for their residents, forcing them to park down this and neighboring streets. If the new proposed change goes ahead then the already limited parking for Lansdowne Terrace residents would become more problematic. Political canvassers have been knocking on doors before now stating that they would like to enforce residents parking down Lansdowne Terrace on both sides of the street, which I personally have no problem with. However I can not speak for other residents of this street at this time.

I object to the proposed changes and I am genuinely curious as to why these changes are being proposed and their explained reasons. It is not new information that parking for residents over parts of York is a big problem. Once these new restrictions are in place, where are the affected residents expected to park?

A read receipt of this email would be very much appreciated.

- I am writing to express my concern around the proposed parking changes that have recently been announced on Lansdowne Terrace: that is to introduce 'No Waiting at any time' restrictions on the west side.

I object to these proposals. As a resident of Lansdowne Terrace, there is already a shortage of parking available on the street, particularly on weekends where the west side is currently utilised by residents during the unrestricted hours in order to enable sufficient parking. Frequently we have to park on neighbouring streets such as Granville Terrace, Hilda Street and Thomas Street due to the lack of space on Lansdowne Terrace.

These streets will only become more overcrowded if the proposed changes go ahead. From discussions with other residents on these four streets, we are alarmed by the potential impacts of these changes on our community. It feels as though these changes will not improve congestion in the area, and at best will displace it to surrounding streets where it will cause even greater issues there. Residents on Lansdowne Terrace are largely very responsible with

how they park, and do not obstruct the pavements on the West Side with how they park. As a disabled resident, I find it reasonably accessible for me to get around from my home to my partner's car from wherever it might be parked on any day at Lansdowne Terrace. If there were less spaces to park on our street and she had to park on a street further away, I would struggle to make the full journey to her car for us to be able to leave the house.

Additionally, as we are also not part of a 'Res-Park' zone, there is nothing to stop tourists from parking on this street already, given its close proximity to the town centre. Restricting the parking available will therefore significantly impact the local residents, and will not solve any issues around parking in the area.

I would also like to request a copy of the statement of reasons behind the proposal. Additionally, from discussions with the residents of Granville Terrace, they report that they were not informed of these proposed changes. I would like to request confirmation of if the residents of Granville Terrace were also consulted by letter of the proposal as they will undoubtedly be significantly impacted by these changes. If not, I believe they should be consulted and the deadline for feedback be extended to allow for the full and complete opportunity for consultation of the affected parties and local stakeholders.

- I am writing to express my concern around the proposed parking changes that have recently been announced on Lansdowne Terrace: that is to introduce 'No Waiting at any time' restrictions on the west side.

I object to these proposals. As a resident of Lansdowne Terrace, there is already a shortage of parking available on the street, particularly on weekends where the west side is currently utilised by residents during the unrestricted hours in order to enable sufficient parking.

Additionally, as we are also not part of a 'Res-Park' zone, there is nothing to stop tourists from parking on this street already, given its close proximity to the town centre. Restricting the parking available will therefore significantly impact the local residents, and will not solve any issues around congestion in the area.

I would also like to request a copy of the statement of reasons behind the proposal, as due to my working hours I am unable to visit the office in person.

- As a resident of Lansdowne terrace I am writing to oppose Amendment no 14/68 to introduce No Waiting at Any Time restrictions on this street (point (b) on the proposals).

This will disrupt residents' lives by making it much harder for our

visitors on evenings and weekends to find parking nearby.

Officer analysis and recommendation

The petition, and objections to the proposal have come from residents of the street, who are affected most by the proposed restrictions. Thomas Street and Lansdowne Terrace have been added to the Resident's Priority Parking(Respark) waiting list for consultation on implementing a scheme in this area. Permit and parking restrictions will be considered for all streets during the wider consultation. The recommendation is to take no further action at this time.

Options:

1. Implement as Advertised- Not recommended
2. Take no further action- **Recommended**
3. Implement a lesser restriction than advertised- Not recommended

Annex G Haxby & Wigginton ward

G1

Location: Station Road & Hall Rise

Nature of problem and plan of advertised proposal.

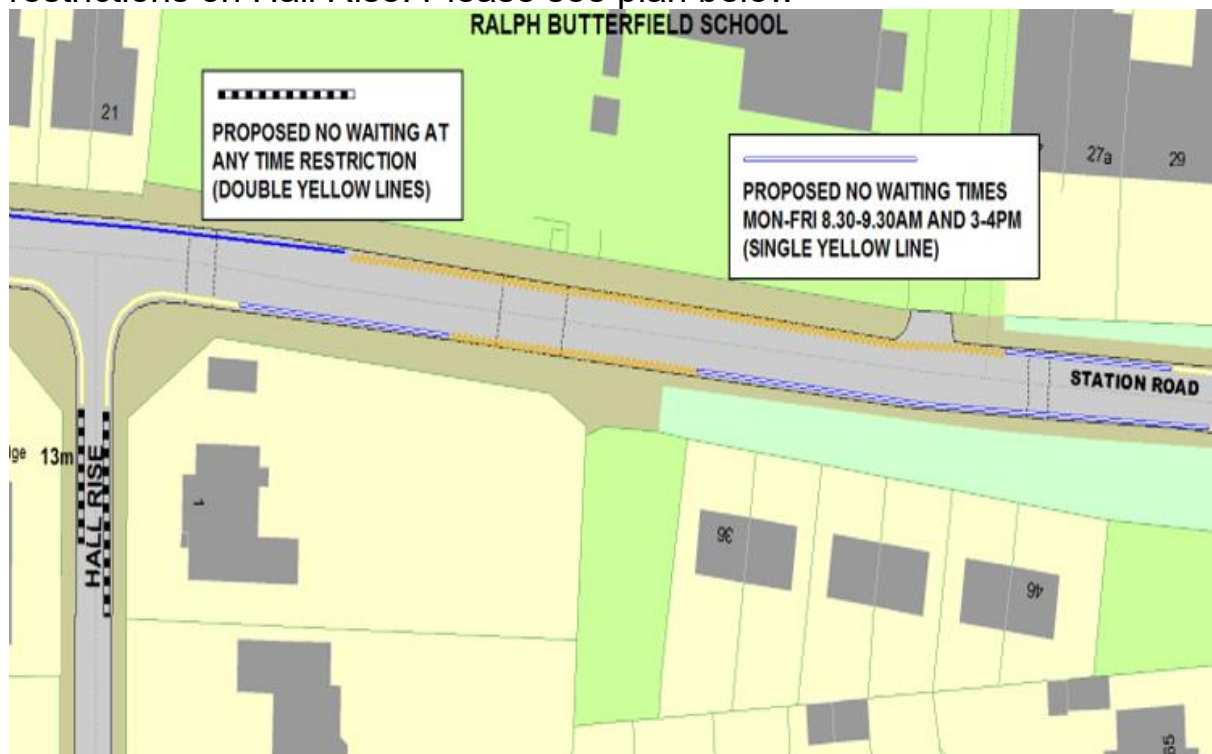
Details received on file were:

The issue of vehicles parking on Station Road and Hall Rise during peak school hours leading to restricted visibility for pedestrians on Station Road and preventing access to the footpaths on Hall Rise.

There is currently a timed restriction on the north side of Station Road, including school zigzags of 8.30-9.30am and 3-4pm. There are 6 bungalows on the southern side of Station Road with no parking restrictions in front of them currently.

During school peak times the section of Station Road in front of the school is heavily parked. This leads to vehicles rounding parked vehicles, approaching oncoming vehicles in the centre of the carriageway and restricting pedestrian visibility. There is also no School Crossing Patrol currently in place.

We advertised a timed restriction of Mon-Fri 8.30-9.30am and 3-4pm on Station Road and to extend the current no waiting at any time restrictions on Hall Rise. Please see plan below



Representations Received.

We received 1 objection and 2 representations in support of the proposal.

Objection:

- It's come to my attention that the City of York Council is about to apply parking restrictions to sections of Station Road and Hall Rise, Haxby. Whilst I appreciate the Council's recognition of the parking issues along Station Road and Hall Rise the application of these restrictions will have unintended consequences for the residents that live just outside the restricted areas.
As a resident of Station Road, how can I apply to the Council to have the restrictions widened to include a residents only area to prevent 'fly-parking' further down Station Road to Mallard Way?

In support:

- **Ralph Butterfield School**

We are writing to express our full support for the proposed amendments to the Traffic Regulation Order for Station Road, Haxby, as set out in the Notice of Proposals dated 31st October 2025, specifically point 4: the introduction of 'No Waiting' restrictions Monday to Friday, 8.30am - 9.30am and 3.00pm - 4.00pm.

As a primary school with over 300 pupils, we are acutely aware of the critical importance of road safety for our children, families, and staff, particularly during drop-off and pick-up times when traffic levels increase significantly. Station Road is a busy route and these peak times bring a high volume of vehicles and pedestrians into close proximity.

A key concern for us is the ability of the school crossing patrol to operate safely and effectively. At present, vehicles waiting or stopping on Station Road can severely restrict visibility in both directions, making it difficult for the crossing patrol to see oncoming traffic and assess when it is safe for children and parents to cross. Clear sightlines are essential for the safe operation of the crossing and the proposed 'No Waiting' restrictions would directly address this issue.

In addition, there is currently a live vacancy and has been for more than 5 years, for the school crossing patrol role covering Station Road. While we hope this City of York Council vacancy will be filled in the near future, it nonetheless represents an ongoing safety risk while it remains unfilled. During this period, families are required to cross Station Road without the support of a trained crossing patrol, at the busiest times of the day. Unobstructed visibility and reduced roadside parking are therefore especially critical in helping children and parents cross safely.

We are also mindful that the current lower level of traffic restrictions on Station Road may have a negative impact on those considering applying for the crossing patrol role. Reduced visibility caused by parked or waiting vehicles, together with the challenges posed by inconsiderate and illegal parking, can make the role more difficult and less attractive. Strengthening parking restrictions would not only improve day-to-day safety but may also support future recruitment and retention of a crossing patrol.

We recognise that school drop-off and pick-up periods are inherently busy; however, many road users have the option to park elsewhere and walk a short distance. Inconsiderate or illegal parking close to the school creates unnecessary risk and places both children and adults in danger. Parking restrictions immediately outside the school are therefore essential and should be implemented as far as practically possible to maintain a safe environment.

We strongly support the proposed 'No Waiting' sections on Station Road, as they provide a clear and easily understood message that parking is not permitted during school drop-off and pick-up times. This clarity will help improve compliance and significantly enhance safety for all road users.

In particular, we support the proposed restrictions as follows:

(a) North side, between points 5 metres east from the projected western property boundary line of No. 27 Station Road (terminal point of existing School Keep Clear marking restrictions) and 8 metres west from the projected centreline of Cedar Court (terminal point of existing 'No Waiting at any time' restrictions);

Support for Proposed Amendments to the Traffic Regulation Order
(b) South side, between points 18 metres (terminal point of existing 'No Waiting at any time' restrictions) and 32 metres (terminal point of existing School Keep Clear marking restrictions) east from the projected centreline of Hall Rise;

(c) South side, between points 76 metres east from the projected centreline of Hall Rise (terminal point of existing School Keep Clear marking restrictions) and 3 metres west from the projected centreline of Cedar Court (terminal point of existing 'No Waiting at any time' restrictions).

We firmly believe that implementing these amendments is a very positive and necessary step that will improve road safety and help protect our pupils, their families and the wider community.

Thank you for considering our views. We appreciate the opportunity to comment on these proposals and strongly encourage their implementation.

- I am writing in support of proposals to extend double yellow line restrictions on Hall Rise, Haxby, York.

We received the below joint comment from Cllr. Cuthbertson, Cllr. Hollyer and Cllr. Watson.

'We are content with the proposals being made for restrictions in Hall Rise'

Officer analysis and recommendation

The proposed restrictions on Station Road would provide clear sightlines and improved road safety for families and children during the peak school hours, bringing the area in line with existing restrictions on the north side of Station Road. The proposed restriction to Hall Rise will remove any parking close to the junction at all times.

Restrictions in one area will lead to a displacement of parking to another but will remove the parking on Station Road during the busiest period of the school day.

Options:

1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

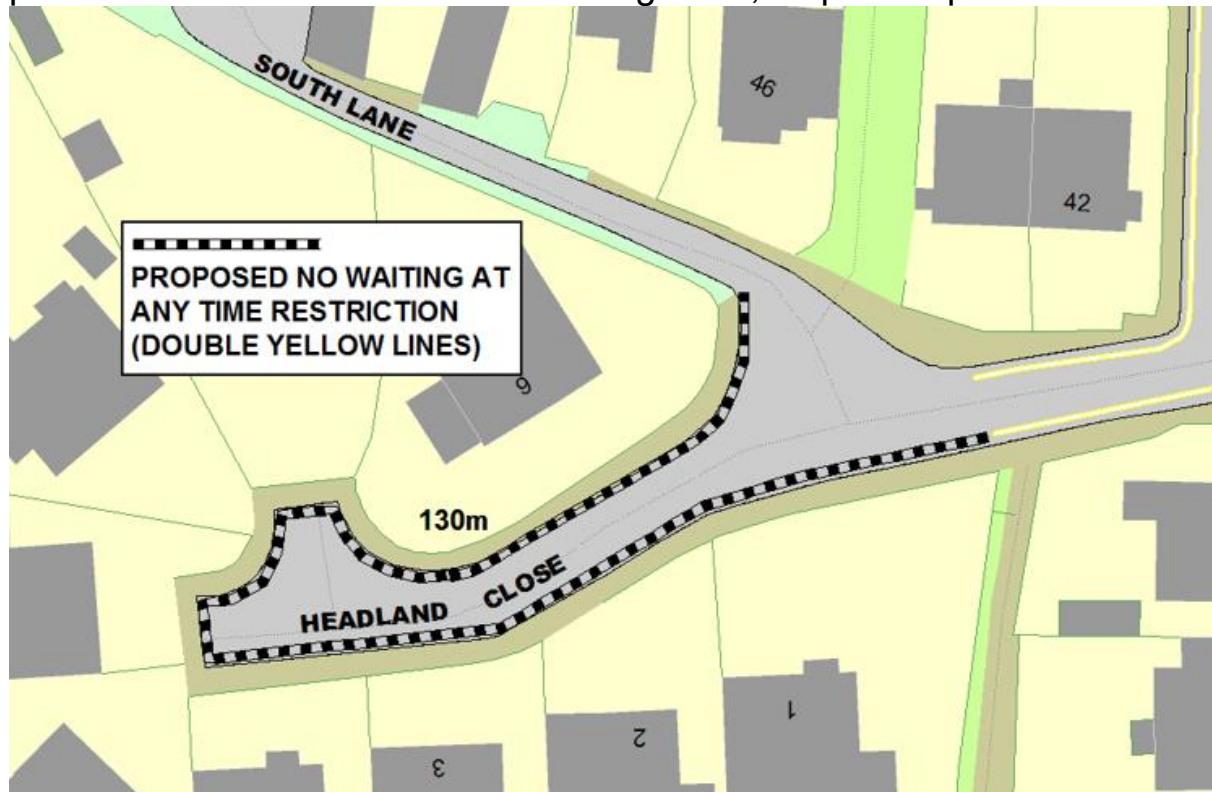
G2**Location: Headland Close****Nature of problem and plan of advertised proposal.**

Details received on file were:

Requested restrictions due to parked vehicles preventing access to the close, the turning head and accessing/exiting residents driveways.

Headland Close is residential cul-de-sac with 9 properties. All properties have off street parking amenity for a minimum of two vehicles. It is located close to the local shops and businesses located on The Village.

We proposed the implementation of no waiting at any time restrictions to provide access to the close and turning head, as per the plan below.

**Representations Received.**

We received 1 objections and 2 representations in support of the proposed restriction.

Objections:

- We are writing to object to the proposal to introduce a ' No Waiting at Any Time' restriction in Headland Close.

The grounds for our objection are:

- 1) the proposed change will have little, if any, beneficial impact. Headland Close is a cul-de-sac, so no through traffic can be impeded by parked vehicles, and residents are only occasionally mildly inconvenienced.

2) The change will greatly inconvenience residents. Visitors, carers and trade will not be able to park, and there is nowhere nearby as an alternative.

3) On a personal level, we have parked our second car outside our house without causing any issues to neighbours as we have space only for one car on our drive.

We would be very grateful if this proposal could be reconsidered.

We received the below joint comment from Cllr. Cuthbertson, Cllr. Hollyer and Cllr. Watson.

'Headland Close - here, we are aware of the knock-on effects of displacing parked vehicles from this part of the South Lane area, resulting in additional vehicles being funnelled into the limited space available in The Village. We would urge you to amend the 'blanket double yellow lines' proposed for this street to a less-complete set of lines which would both allow for some vehicles to be parked here away from driveway crossings in order to accommodate some of the load that would otherwise be displaced as mentioned above.'

In support:

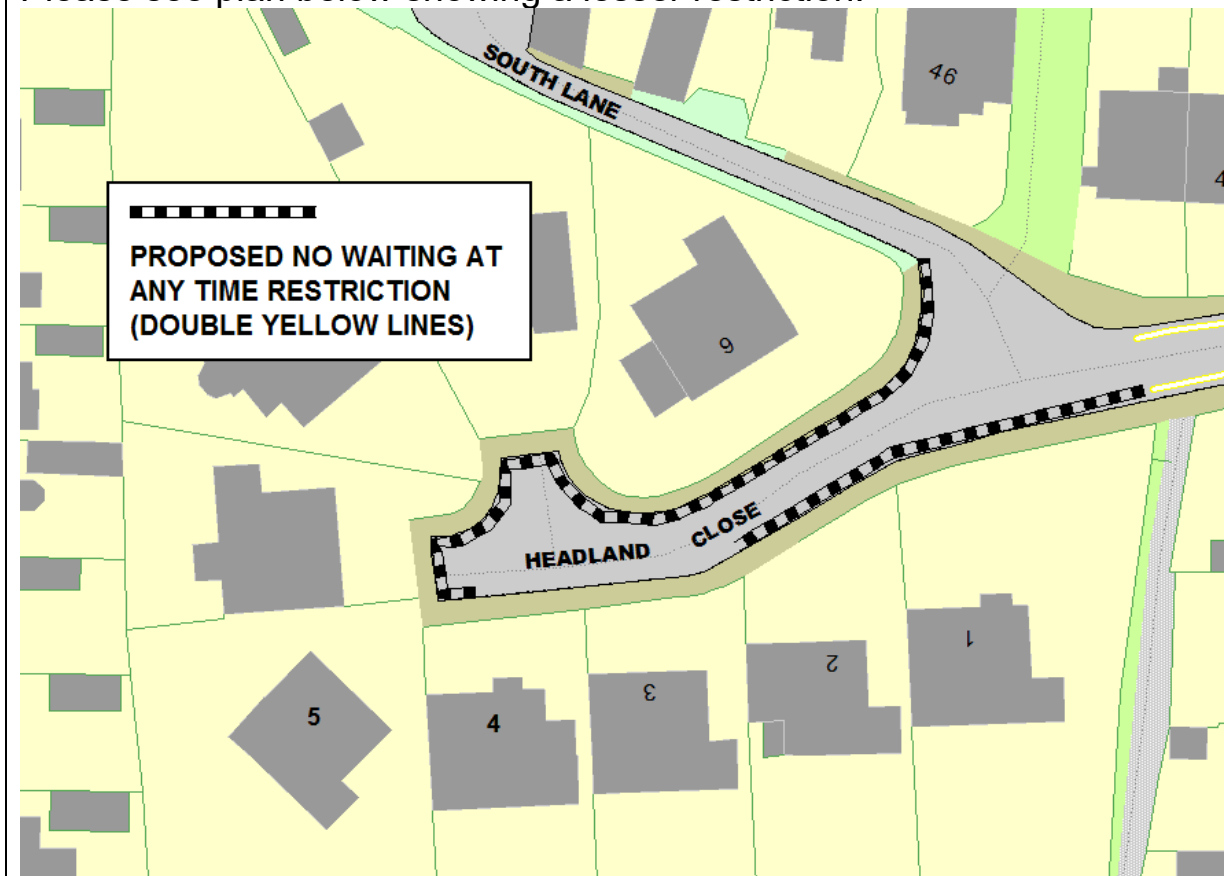
- I am fully in support of the installation of the no waiting at any time parking restriction in Headland Close, Haxby.
The current situation is intolerable with access to my property at Nr .. Headland Close severely restricted at times by cars parked in the street and also on the pavement.
Could I ask that the restriction be enforced because as I write this email there are currently numerous vehicles parked on the restricted areas along South Lane. This happens every day without fail and I have never seen a warden, or similar, patrolling the area to enforce the current restrictions.
- I personally have no objection to the proposal.
May I add that recently truck deliveries to Millers Fish Shop and the Pizza place have had difficulties in getting into Millers car park for unloading due to selfish parking.
I have marked the areas that cause the most problems and makes the road so narrow for any vehicles (as mentioned in my previous correspondence Ambulance, refuge wagons etc) trying to get into the close, therefore, in my opinion as a minimum this area I have makes is a must for yellow lines.
Thank you once again for taking the time to review this matter.



Officer analysis and recommendation

Providing a small section of unrestricted carriageway between the driveway accesses will provide some parking for residents and visitors and still provide full access to the turning head.

Please see plan below showing a lesser restriction:



Options:

1. Implement as Advertised- Not recommended
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- **Recommended.**

G3**Location: Mill Lane****Nature of problem and plan of advertised proposal.**

Details received on file were:

Cllr. Cuthbertson raised an issue of vehicles parking on the north side of Mill Lane, opposite the bus stop and close to the entrance of the Wigginton Squash and Social Club, leading to vehicles approaching oncoming vehicles in the centre of the carriageway and unable to pass when a bus is at the terminus.

The bus stop on the south side of Mill Lane is a terminus which requires buses to wait for periods of time. When there are significant fixtures at the sports and social club this leads to an overflow of parking on Mill Lane, which then leads to vehicles being unable to pass and repass.

We proposed to implement no waiting at any time restrictions from the junction of Sutton Road, including the junctions of Windsor Drive on the north side and Walmer Carr and Corner Close on the south side.

Please see plan below.

**Representations Received.**

We received 12 objections and 1 representation in support of the proposal.

Objections:

Dear Highway Regulation team

Re The introduction of double yellow lines on Mill Lane Wigginton.

I wish to strongly oppose to the introduction of double yellow lines on Mill Lane.

As a resident I do not believe there is a issue with parking on Mill Lane. It is mostly van delivery drivers who are delivering online shopping orders who park up and wait. I do not believe that double yellow lines will stop them doing this.

No waiting at any time would effect me when once a year I have the large hedge at the front of my garden trimmed and the clippings taken away. It is necessary for my gardener to park outside my house to do this as there is not enough room on my drive

for his vehicle and trailer. This would also be a issue for any other work I needed doing on my property. The introduction of double yellow lines would penalise my ability to maintain my property.

Mill Lane is an attractive route into the village and Haxby. The introduction of double yellow lines would completely change the appearance and feel of the area as they are so unsightly.

I do not want the area in which I live to be spoilt by having double yellow lines everywhere.

In my opinion double yellow lines would be a waste of time and money, and a inconvenience and a eyesore for residents.

Yours faithfully

- Hello I live in Wigginton and emailing to petition against the double yellow line proposal. All that is needed is the bus stop on Mill Lane to be inset a bit. There isn't an issue with parking down Mill Lane. I drive through it every day at different times.
- I put in writing my objection to the plans to amend traffic restrictions affecting .. Mill Lane, Wigginton, York, YO32 2PZ. I see no reason as to why these plans should go ahead. In the time that I have lived here, I have not been affected by people parking on Mill Lane apart from an occasional person parking when using the football fields near by but never affecting my access or causing danger to the area. I find it unbelievable that this is seen as an issue worth considering in the current state of some unsafe roads I witness when driving around other areas of York. I would certainly never have thought that this was an issue that required valuable financial resources to be used. I am very disappointed that this is seen as an issue.
I would always support necessary changes to be implemented if this was necessary, but find no reason currently for myself to agree to the proposed implementation.
- I wish to formally object to the proposal for the provision of “No Waiting at Any Time” restrictions on Mill Lane.
 1. Change in circumstances since the original decision
The original justification for introducing these restrictions was the volume of vehicles parking on Mill Lane by people using the playing fields. Since then, a dedicated car park has been provided within the playing fields area. As a result, parking on Mill Lane related to use of the playing fields is no longer an issue.
 2. Alternative measure to improve traffic flow
To further assist the flow of traffic on Mill Lane, it would be more beneficial to provide a lay-by adjacent to the allotments. This would allow buses that currently wait for their scheduled departure times to do so without obstructing the carriageway.
I therefore respectfully request that the proposed “No Waiting at Any Time” restrictions on Mill Lane be reconsidered in light of the above points
- I would very much like to understand who has suggested that the proposed enforcement is required and what circumstances created the need.
I have lived at Mill Lane for the past 26 years and at no time have I had any issue with the current status of the road. It is a fact that the terminus for the No1 bus could be improved by either creating a proper layby for the bus, but this would clearly cause some distress to the allotment holders that are adjacent. It is also a fact

that maybe once or twice a year the sports club hold a football tournament that results in some inconsiderate parking, of course the sports club should be requested to make sensible arrangements for visiting players, however this is only a very minor issue.

I would also point out that as with other enforcement measures around both Haxby and Wigginton I have never once seen any official writing parking tickets or trying to enforce the regulations, I would therefore suggest that the cost of providing these measures be better utilised enforcing those that exist already.

- I strongly object to the proposal to introduce double yellow line no parking restrictions on Mill Lane Wigginton.

I live at .. Mill Lane on the junction with Walmer Carr and have resided here for more than 40 years.

There are problems with illegal parking at times when large events take place on the Playing Fields and I support the introduction of the restrictions on and opposite the Walmer Carr junction.

Similarly, around the junctions at Corner Close and Windsor Drive, I support.

The proposal to introduce no parking at any time along the whole length of Mill Lane from Windsor Drive to the Traffic Lights on both sides of the road (with the above exceptions) makes no sense to me at all as it is will seriously inconvenience many of the residents. Proposals by the Council should be to the benefit of residents and these proposals are certainly not.

I do not believe that parking is a particular problem along Mill Lane apart from the exceptions stated above. So why is there a need to introduce no parking restrictions at any time on both sides of the road. I don't think traffic flow is a particular problem generally either so it's hard to understand the benefit.

Most of the properties along Mill Lane do not have long drives so they will have nowhere for visitors and tradesmen to park. This is going to cause problems for these residents and make it very difficult for tradesmen to work at the properties as they often need continual access to tools and equipment in their vehicles.

I sincerely hope that you will seriously rethink this proposal and amend it so that it of benefit to the residents of Mill Lane Wigginton.

- I am writing in respect of the proposed changes to parking on Mill Lane, Wigginton. I live at number .. and have done so for the past 25 years.

During all this time I have never witnessed traffic jams that would be eased by having double yellow lines. There are a few occasions

when traffic builds for for short periods. These are when traffic waits for the traffic lights, when they cannot pass a parked bus and occasionally when there is a football tournament with many drivers looking for a parking space . Most residents have a driveway so visitors rarely need to park on the road, so they rarely cause a problem

I feel the real issues is the bus parking. Clearly this the terminus and drivers need to take a break. While they do, traffic often has problems getting past. Surely some space could be found in the allotments, meaning the bus can wait off the main highway.

I would be grateful to find out who had suggested the plan for yellow lines and what their reasoning is as most residents seem to feel it an unnecessary change and a waste of money!

- I am sending this email to highlight my concern should double yellow lines be put on Mill Lane ,Wigginton.

The allotments on Mill Lane have no provision of water .

Even though we have 2 water butts and another container to catch rainwater in the summer we often need to take containers of water and drop them off.

We pull up at the gate as they are extremely heavy and as my husband is over 70 they are impossible to carry far.

We also need to pull up outside to load garden rubbish into the car boot to take home for recycling.

We dont park on Mill Lane but we park on Windsor Drive so as not to impede the traffic, we live a good 15 minutes walk away.

If double yellow lines run the full length of Mill Lane we would have no access to the allotment which we love. It is good for us and keeps us healthy and motivated. It would be very sad if we couldn't continue with it.

- I understand that parking on some days can cause traffic problems on Mill Lane for cars passing through whose drivers seem to need to rush everywhere but for me, as a resident, I do not see the need for such a regulation.

I cannot believe that friends will no longer be able to park outside my house, No .., where they can leave plenty of room to pass and stay awhile without picking up a parking ticket.

Friends often collect me. Will they be allowed to wait long enough for me to come out this house and get into the car?

The bus only causes a problem to those who do not use the buses. Despite objections from non users it is fine where it is, especially after spending a fortune reinforcing the road to take the weight of the bus.

Before you go to the expense of yellow lines are you going to resurface the road? I have visited places around the country where roads in better condition than the ones in Wigginton are going to be closed for resurfacing. Most of the roads in York are a disgrace.

- The congestion issue on Mill Lane is not caused by cars parking on the roadside but by having the bus terminus on the road. There is a bus blocking the flow of traffic several times a day which causes significant congestion during peak periods.

Before causing more issues by painting double yellow lines everywhere, it would be easier (and cheaper) to move the bus terminus round the corner to Walmer Carr and see if things improve.

We received the below joint comment from Cllr. Cuthbertson, Cllr. Hollyer and Cllr. Watson.

'currently, problems arising from parked vehicles on the north side of Mill Lane come from any vehicles parked on the north side of Mill Lane opposite the bus terminus at the west end of the allotments, this including one or two vehicle's length before and after the terminus. If, as shown on the map, the proposed restriction on the south side of Mill Lane is to include the area allocated to the bus terminus, this would make it an offence for a bus to wait there between the end of a journey and the start of the next one. Ward councillors would suggest that this proposal is suitably amended to restrict parking opposite the terminus and to allow buses to wait at the terminus between journeys. Lastly, the 'blanket double yellow lines' approach which seems to be proposed along Mill Lane would simply displace both visitors' and residents' vehicles either further towards allotments and The Old School or (worse) into Sutton Road. Ward councillors feel that, besides addressing the parking problem opposite the terminus, any other restrictions along this length should be aimed only at protecting the junctions at Corner Close, Walmer Carr and Windsor Drive by installing 15m of double yellow line to each side of the corners at each junction.'

In support:

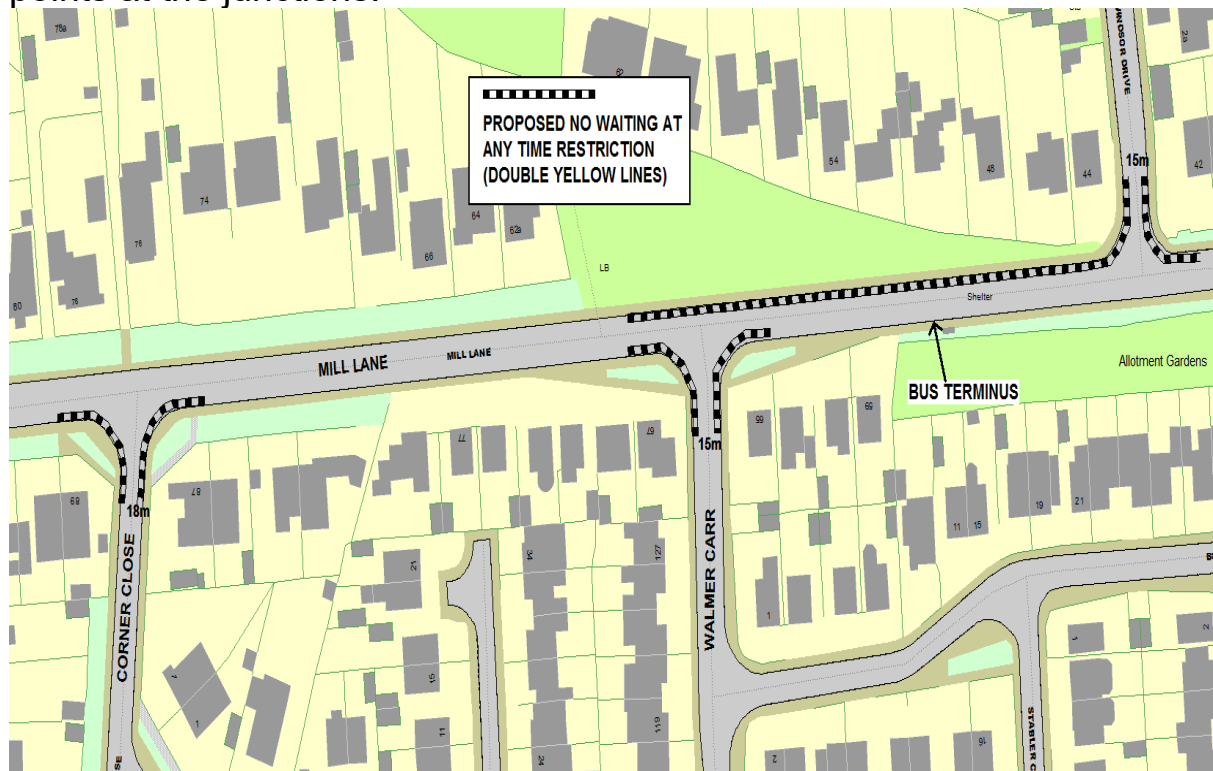
- I refer to your letter dated 31 October in connection with the proposed traffic restrictions relating to Mill Lane, Wigginton. I can confirm that my wife and I are happy to support these proposals on what is an extremely busy stretch of road. The only thing I would add is that this might also be a good opportunity to provide a lay-by for the bus stop as it does cause significant problems during peak periods.

Officer analysis and recommendation

The issue of parking associated with the sports and social club has been resolved since the original request was received. A lot of the representations received highlighted the ongoing issue of the carriageway being obstructed by vehicles parked opposite the terminus when buses are waiting at the terminus. Some of the comments also supported restrictions at the junctions.

Please see below a plan showing a lesser restriction to address parking near to the bus terminus and junctions.

The revised restrictions will also protect access to the tactile crossing points at the junctions.



Options:

1. Implement as Advertised- Not recommended
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- **Recommended**

G4**Location: Moor Lane/ Southlands****Nature of problem and plan of advertised proposal.**

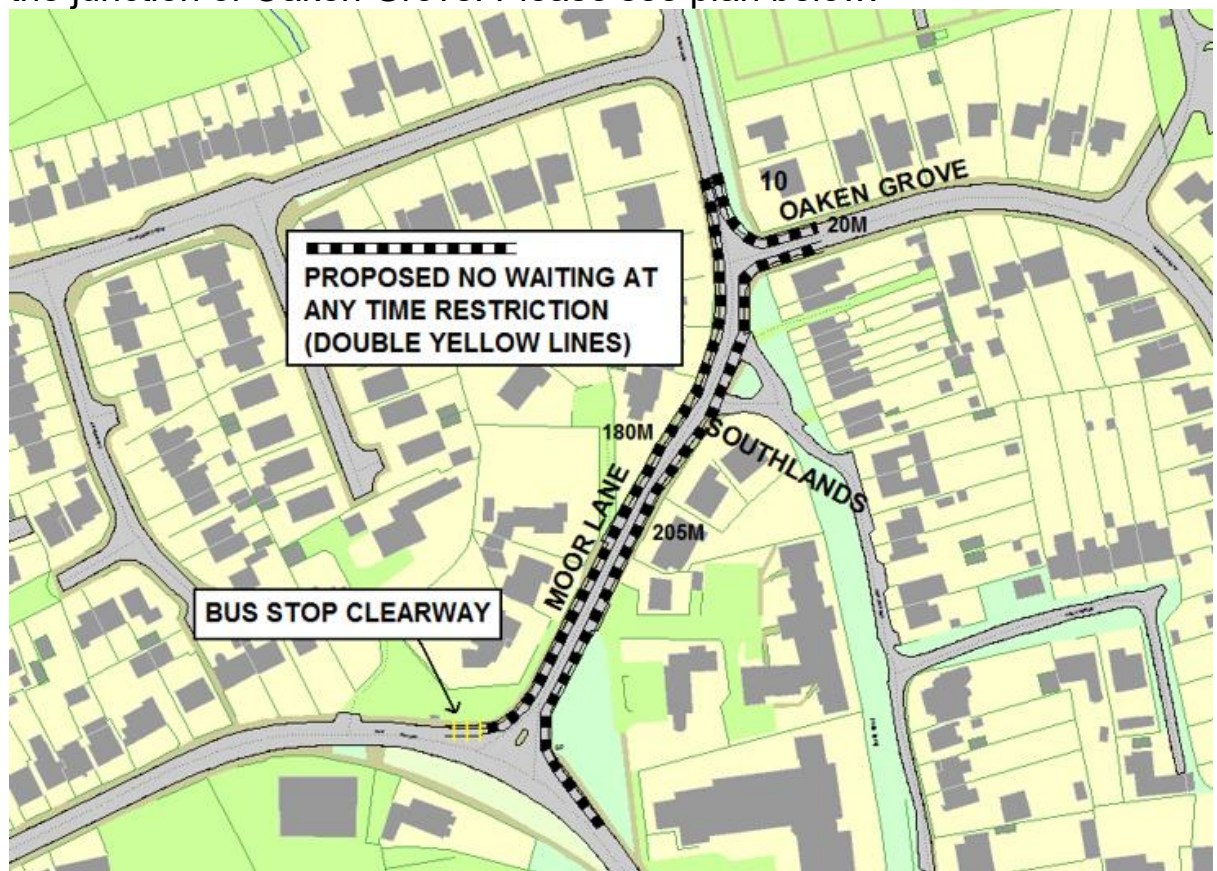
Details received on file were:

Cllr. Hollyer raised the issue of vehicles parking on Moor Lane and close to the junctions of Southlands and Oaken Grove.

Southlands is a private unadopted road and is maintained at the cost of the residents of Southlands and The Avenue.

There is a tactile pedestrian crossing at the entrance to Moor Lane, which is a 50m wide junction.

We proposed to implement no waiting at any time restrictions on Moor Lane from the junction of The Village. To include restrictions 20m from the junction of Oaken Grove. Please see plan below.

**Representations Received.**

We received 1 objection and 5 representations in support of the proposal.

Objections:

- I refer to mailed receipt of the above proposed amendments dated 31st October 2025 (map attached) and seek clarification/comment as follows with particular reference to Moor Lane, Haxby:
 - 1) Can you please advise of the reasons behind the proposal for Moor Lane. My view on the current situation is that street parking on Moor Lane is sporadic and not a particular problem.

Indeed, the occasional parked vehicle has a calming effect on through traffic along Moor Lane and partially reduces excess speeding. Making Moor Lane a clearway would only allow/encourage through traffic to take advantage along this stretch, including around the partially blind bend in Moor Lane at the junction of Oaken Grove.

A large number of pedestrians/dog walkers currently cross Moor Lane adjacent to Oaken Grove and Southlands/Sandy Lane - especially early mornings and evenings – when through traffic is at its busiest.

The current main causes of street parking on Moor Lane relates to the housing construction site (currently suspended) off The Village and overflow from restricted parking arrangements at Birchlands Care Home.

It would seem to be more effective to address these two issues independently than to impose a blanket yellow line restriction on the entire length of Moor Lane.

2) Can you please confirm that Delivery Vans (Tesco; Sainsbury's, Retailers etc.) are able to temporarily park on any Moor Lane double yellow lines whilst making deliveries.

3) Can you please confirm similar arrangements for Tradesmen's vehicles (British Gas, Plumbers etc.) both for off-loading materials and equipment and also for an extended stay whilst fitting utilities and hardware and carrying out repairs. Please note that many drives on Moor Lane are not adequate for some Tradesmen's vehicles.

4) Given the above objections/need for clarification, please note my great concern that the imposition of double yellow lines will potentially encourage and increase traffic speeding along Moor Lane and that these measures should not in any case be put in place without an accompanying 20mph REGULATED speed restriction (in both directions) between the junction of Moor Lane/The Village and the current de-restriction sign at the Strensall end of Moor Lane.

The currently proposed unrestricted section will only further increase the potential for speeding.

I trust that you will give the matters above your earnest consideration and look forward to an acceptable response.

In support:

- Fully support the proposed no waiting at any time on Moor Lane, Haxby as this Road is a main access road to the Oaken Grove Estate and Windsor Drive, also one of two routes to Strensall and

has considerable large farm machinery traffic. Needs the lines putting down before the construction work on the Churchill Retirement home restarts as their subcontractors use Moor Lane as their place to park as do employees of the nursing home on Moor Lane.

- I wish to wholeheartedly support this proposal to ensure the safety of both pedestrians and motorists at this very busy junction and ensure future users are safeguarded as this junction, over time, is bound to become more busy as housing developments proceed.
- May I congratulate you in implementing this long overdue safety measure. Perhaps a slow down illuminated sign before the 30mph speed restriction further North on this road would help. There is a lot of speeding into the village from the Strensall direction and the parked cars do slow them down when they approach after Oaken Grove at present. With double yellow lines to improve traffic flow there may be less inclination to slow down.
- Just wanted to email in support of your plans to put a no waiting at any time restriction in Moor Lane Haxby. We live at number .. Moor Lane and it can be dangerous trying to get in and out of our drive when cars are parked outside our house.
- I live just off Moor Lane and I am in full support of all the plans. The road has become increasingly dangerous, with cars parking continuously on Moor Lane. I have witnessed and experienced near misses and close call collisions. Cars also park very close to the junction and as you turn from Western Terrace you are often not able to see because of them.
Whilst double yellow lines are an excellent idea, one benefit of the parked cars is that cars coming into the village are often speeding and this slows them down. Would traffic calming measures be considered as children and dog walkers often use this area?

Officer analysis and recommendation

Overflow parking from the care home would be subject to the same restrictions as all other vehicles.

Loading and unloading is permitted from double yellow lines providing the activity is continuous and does not cause an obstruction.

There would be no access to a tradesmen permit as there is currently no Respark zone in place. They would be expected to park in the first available unrestricted area.

The recommendation is to implement as advertised with Speed Data Radar survey conducted prior to implementation and 3-6 months following with the data assessed.

Options:

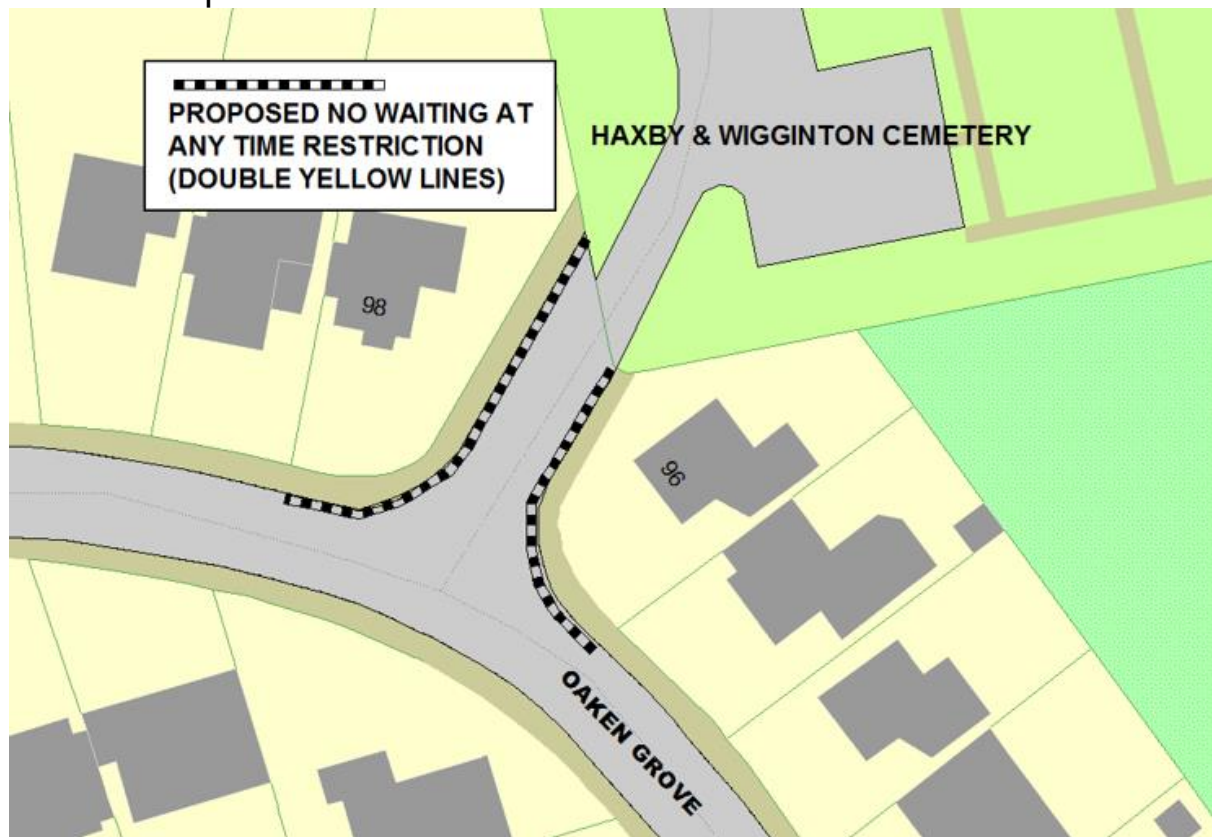
1. Implement as Advertised-**Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

G5**Location: Oaken Grove****Nature of problem and plan of advertised proposal.**

Details received on file were:

Haxby Town Council requested we consider restrictions in the entrance to the cemetery as parked vehicles are restricting access, particularly for funeral vehicles. There is a small section of unrestricted carriageway in the approach to the entrance of the cemetery. Vehicles parking in this section are reducing the available width of carriageway for vehicles entering the cemetery. 96 & 98 Oaken Grove also have vehicle accesses (dropped kerbs) very close to the junction.

Please see plan below:

**Representations Received.**

We received 3 objections and 1 representation in support of the proposal.

Objections:

- I would like to give my opinion about the proposed 'No waiting at any time' restrictions on the entrance to Haxby cemetery, between 96/98 Oaken Grove.

I live at .. Oaken Grove Haxby.

It is my opinion that the lines should only be put on one side of the entrance (next to 96 Oaken Grove, right hand side when entering the cemetery). I have lived here for 22 years and as far as I know

there has never been any problem with cars being parked on the left hand side of the entrance (next to 98 oaken grove.)The road can easily accommodate a row of parked cars and still not cause any difficulty of going in or out of the cemetery. The only time when it becomes more difficult (although never a 'problem' is if someone parks on the other side (next to 96 Oaken Grove) If lines are put on both sides, it will result in those same cars being parked on the main Oaken Grove road which is far more problematic as this is a fairly busy road with many parked cars already.

The cars being parked on the left hand side of the cemetery access road (which is plenty big enough) do not cause any problem at all.

Please consider only putting the lines on the side next to 96 Oaken grove.

If you insist on putting them on both sides you will be creating a lot bigger problem especially as the cars will no doubt park on the bend of the road which in my opinion would be a dangerous situation.

Please give this your consideration.

- I am writing to formally register my objection to the proposed parking restriction at the entrance to Haxby Cemetery, between 96 and 98 Oaken Grove.

I have been a resident at .. Oaken Grove for over 20 years and, during this time, I have not observed any parking-related issues in this section of the road. The proposed restriction is, in my view, unnecessary and an inappropriate use of taxpayers' money. Moreover, implementing such a restriction may create additional hazards, as vehicles currently parking in that area would be displaced further along Oaken Grove. Our driveway is situated close to a bend in the road, and on occasions when vehicles are parked outside or near our property, reversing onto Oaken Grove becomes dangerous due to limited visibility of oncoming traffic until the vehicle is already partway into the road.

I respectfully request that taxpayers' funds be directed toward areas where genuine safety or parking issues exist.

- I object to the proposed double yellow lines at the junction with Oaken Grove and the entrance road to the cemetery.

Whether vehicles are parked their or not it has no impact on vehicular access to the cemetery in anyway shape or form.

The access opening is just over 2 metres.

To suggest otherwise is simply not true.

The car park at the cemetery is not big enough to cope with mourners and relatives hence they park just outside.

By applying double yellows this will impact the housing in the immediate vicinity i:e creating a genuine problem when there was no issues' in the first place.

What will now happen is they are displaced and will park outside other properties in Oaken Grove and their drives causing new issues.

Can I respectfully suggest Haxby Cemetery make their car park fit for purpose rather than yourselves kicking the can down the road. The main issue is your perpetual approval of planning permission at .. Oaken Grove, year in year out and every year.

He can do what he wants with impunity so it seems.

10-15 trade vehicles parked every day , the noise 8-10 hrs a day every day and the unlit skips contrary the the Road Traffic Act.

That isn't an issue so it seems or even the two giant motorhomes hired by no .. Oaken Grove parked in the access road to the cemetery for over a week.

They didn't block access in any way shape or form..

The access issue is complete nonsense and more likely a complaint from the councillor opposite who has contacts and has your ears.

The same also applies to Moor Lane and Oaken Grove.

Churchill Developments allowing dozens of their staff to park all up Moor Lane to the detriment of the occupants on that stretch of road whilst they build another planning permission approved eyesore.

You grant planning permissions, their staff cause the misery and the locals pay the price.

In support:

- We fully support your proposals are very keen for them to go ahead.

We have lived at the property since 2007. We have two cars and have made provision on our drive so that both can park and move in and out of the drive without disturbing the other. Over the years, many of our neighbours have acquired second cars or have children who now have cars and have not made provision for them.

As such, there are always cars parked along the entrance road to the Cemetery, which, at times can cause a disturbance to users of the Cemetery but can also result in our driveway becoming difficult to enter and leave. This situation is only becoming worse with one or two neighbours adding cars to the ones that frequently park there.

Their parking creates a nuisance for us but also difficulties for people entering and leaving the Cemetery carpark.
As such, we are very keen for you to proceed with the "no Waiting" restrictions.

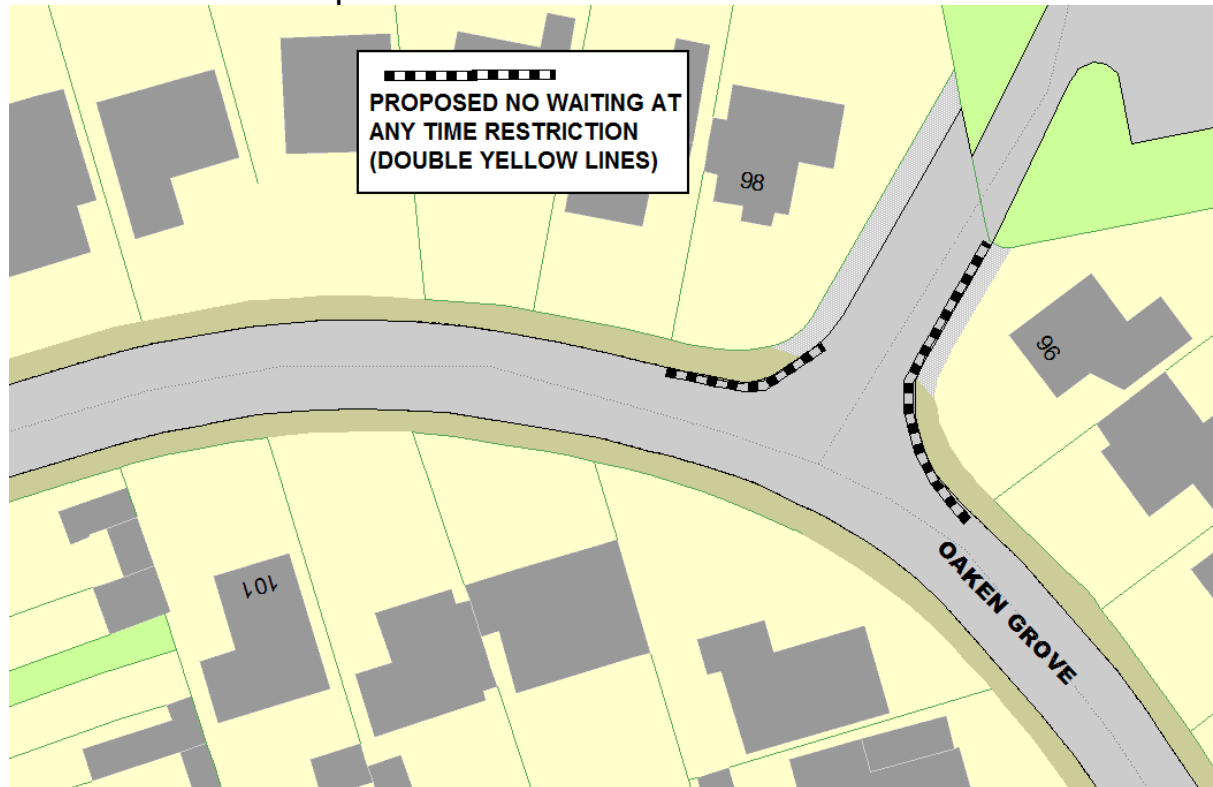
We received the below joint comment from Cllr. Cuthbertson, Cllr. Hollyer and Cllr. Watson.

'We are content with the proposals being made for restrictions in Moor Lane.'

Officer analysis and recommendation

A lesser restriction at the junction of the entrance to the cemetery and on the right side will provide access to the entrance with a section of parking still available.

Please see revised plan below.



Options:

1. Implement as Advertised- Not recommended
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- **Recommended**

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Annex H Heworth Without ward

H1

Location: Straylands Grove/ Woodlands Grove

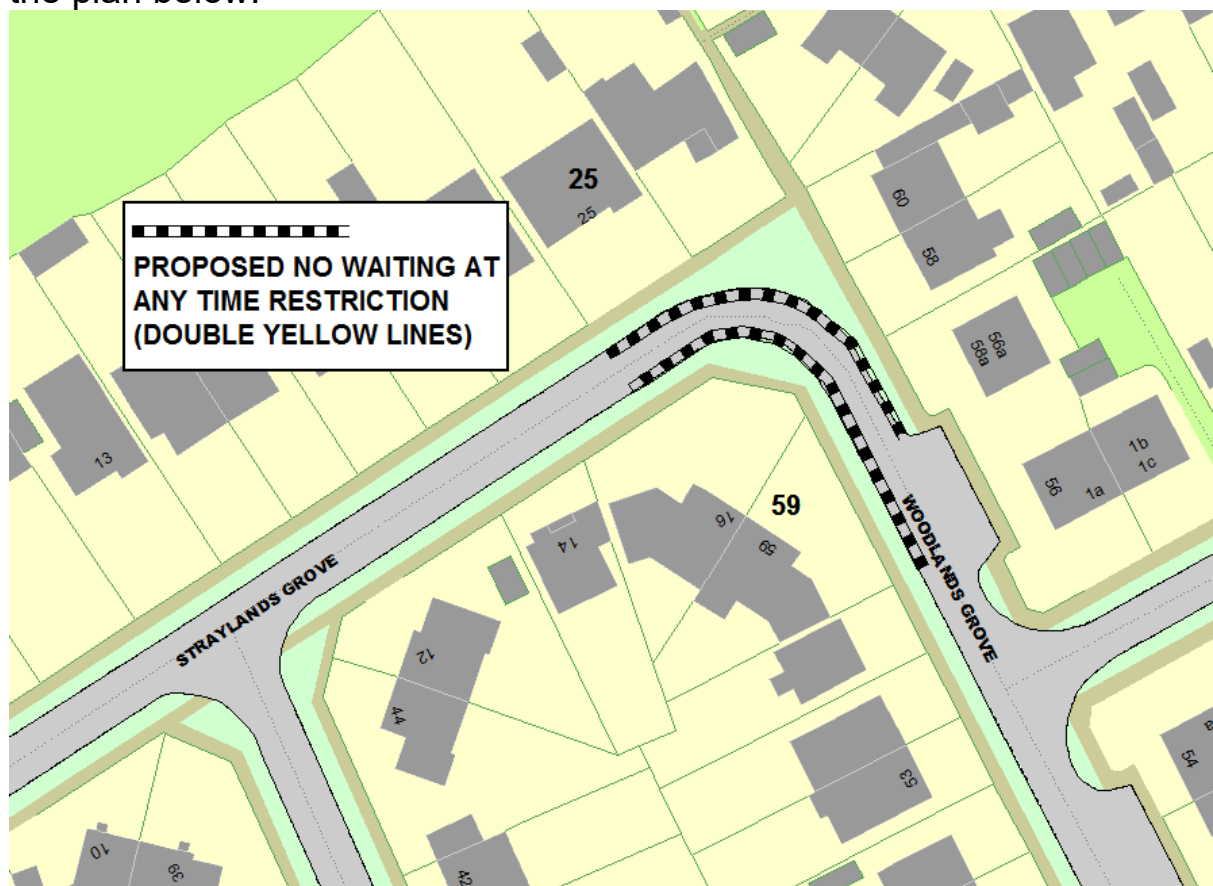
Nature of problem and plan of advertised proposal.

Details received on file were:

A request to consider introducing restrictions on the corner of Woodlands Grove/ Straylands Grove due to vehicles parking close to, and on the bend leading to restricted visibility and free flow of traffic. Straylands Grove and Woodlands Grove are a through road leading from Stockton Lane to Malton Road. The road is a bus route for service numbers 13 and 55.

The bend is a 90degree turn and the carriageway width is 5.5m. There are concrete bollards within the verge on the bend preventing parking on the turn. There are no restrictions in the approach to the bend in each direction. There is a parking bay on the north east side of the carriageway.

We advertised to implement no waiting at any time restrictions, as per the plan below.



Representations Received.

We received 1 objection and 1 representation in support of the proposed restriction.

Objections:

- I wish to lodge my objections to double yellow lines being placed just beyond my property, that is the short section at 56a and 58a. I have no objections to the double yellow lines actually on the bend. I have lived at number .. Woodlands Grove for thirty years. As my property is positioned on the bend, I have first-hand experience of the situation and can state that there is minimum disruption from cars parked inappropriately, mainly because they don't want their cars damaged.

On a personal level I have concerns that when requiring a large delivery/property development any lorry that is too large to access my driveway will have nowhere to offload. The parking area at the front of the flats 56a/58a is often full.

I would like to submit the following options, no yellow lines are placed within the section 56a/58a or a Loading Bay option would be preferable to double yellow lines. Failing this then I would require it in writing that vehicles would be permitted to stop temporarily to access my property.

As previously stated, having lived in Woodlands Grove for many years I know the issue of double yellow lines is a minor one to that of cars actually speeding down Straylands and Woodlands. I know that many neighbours are concerned about this. Having previously raised this with Nigel Ayre, on numerous occasions, nothing has progressed. I would be very interested on your views on this matter.

In support:

- Many thanks for the notification of the proposed amendments to the Traffic Regulation Order for Straylands Grove/Woodlands Grove dated 31st October 2025.

Whilst I fully support these "No Waiting at any time" (Double Yellow Lines) proposals, I would like to recommend the proposals are enhanced with installation of 3 additional concrete bollards in the grass verge. There are currently 5 bollards on the internal curve of the corner, and it is standard practice for speeding or larger vehicles to drive up onto the grass in order to avoid slowing down for oncoming vehicles. Additional bollards would discourage speeding vehicles, and force them to slow down on this corner.

Officer analysis and recommendation

Loading/unloading is permitted from double yellow lines providing the vehicle is not causing an obstruction and the activity is continuous.

Currently, vehicles parking on the bend, and close to it, are preventing the free flow of traffic and leading to vehicles rounding the bend in the centre of the carriageway.

The installation of bollards on the bend is not within the scope of this review. However, if restrictions are implemented the need of vehicles to pull onto the verge should be resolved.

Options:

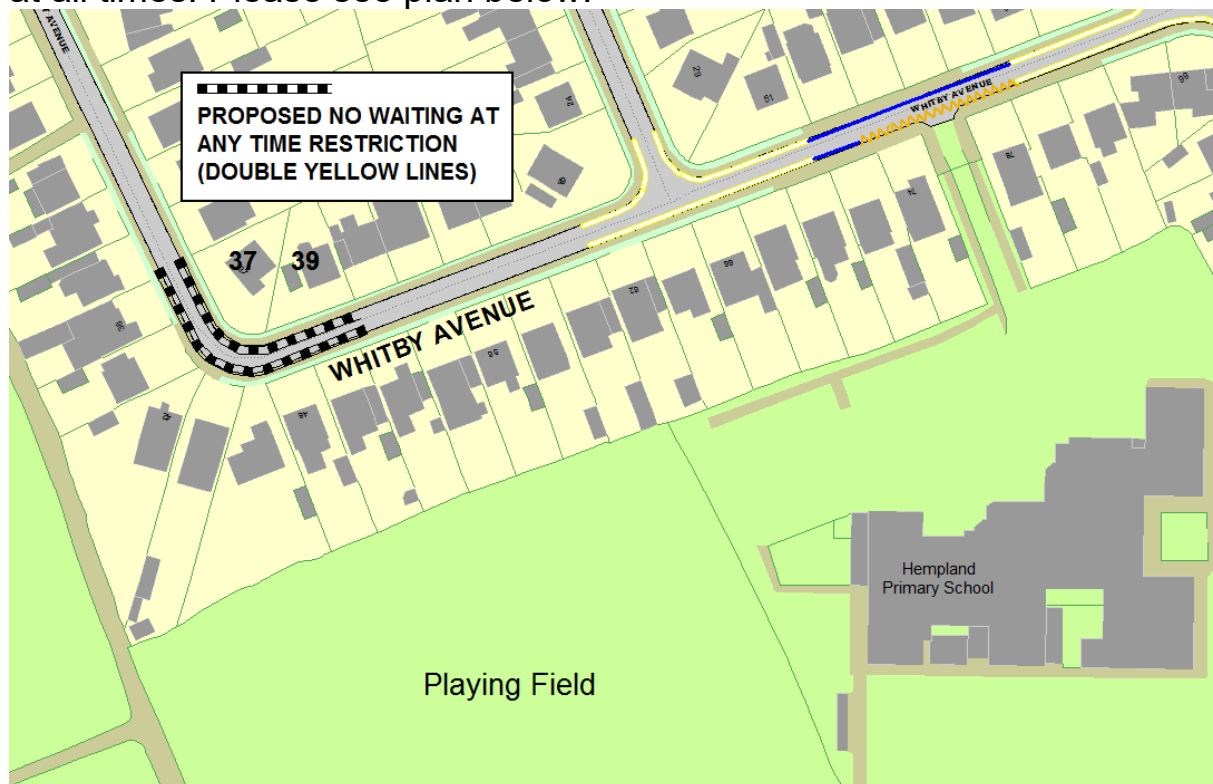
1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

H2**Location: Whitby Avenue****Nature of problem and plan of advertised proposal.**

Details received on file were:

Our parking service team and Cllr. Ayre have requested restriction be implemented on the bend of Whitby Avenue due to inconsiderate parking leading to vehicles being unable to navigate the bend. The problem is particularly prevalent during peak school times leading to pedestrians having to cross or walk in the carriageway.

This section of Whitby Avenue is 90degree bend and drivers are unable to see oncoming vehicles due to high hedging in properties on the bend. The bend is in close proximity to Hempland Primary School. There are extensive restrictions close to the school, including no waiting restrictions on Whitby Avenue, junction of Whitby Drive, timed restrictions and zig zags of Mon-Fri 8.30-9.30am and 3-4pm and then further no waiting restrictions up to the junction of Applecroft Road. The advertised proposal was to Implement no waiting at any time restrictions on the bend to provide greater visibility and free flow of traffic at all times. Please see plan below.

**Representations Received.**

We received 1 objection and 1 representation in support of the proposed restriction.

Objections:

- I live at .. Whitby Avenue and see no benefit in putting double yellow line restrictions outside my home.

When facing my property the plan starts at the gatepost on the left where the drive is and where the kerb is dropped and as such that area already has parking restrictions. It is some distance from the corner of the road and yellow lines outside my home would have no purpose or benefit.

If the restrictions are to go ahead then it would be far preferable for them to start at the grass verge where the adjacent gate post is.

This would be beneficial in restricting vehicles parking or stopping close to the corner of the road.

I am not in favour of the proposal for double yellow lines but I would appreciate your consideration of my suggested amendment should the proposal go ahead.

In support:

- Yes we support the lines. Pity they couldn't go all the way round. Whitby Ave and drive. But I am expecting too much. Vehicles park on the yellow lines opposite .. Whitby Ave. Right on the bend.

Officer analysis and recommendation

Vehicles parking on the bend, and footpath of the bend are leading to vehicles rounding the bend in the centre of the carriageway and also obstructing the footpath. A lesser restriction would not resolve this issue.

Options:

1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

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Annex I Holgate ward

11

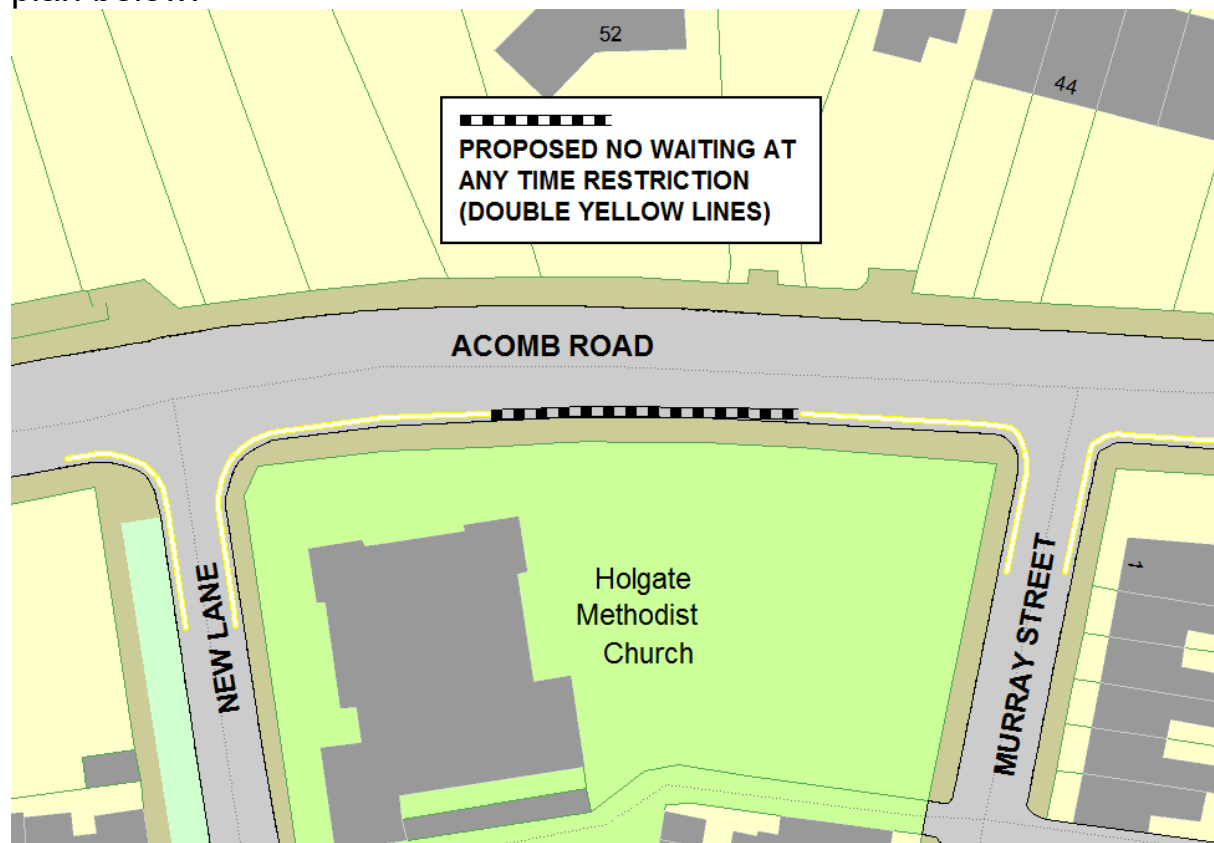
Location: Acomb Road

Nature of problem and plan of advertised proposal.

Details received on file were:

Cllr. Taylor raised an issue behalf of a resident that parked vehicles are restricting visibility when exiting Murray Street or New Lane. There is a 30m section of unrestricted parking on the south side of Acomb Road with no residential properties adjacent to it. Holgate Methodist Church is adjacent to this section, has off-street parking amenity and further parking availability on Murray Street and New Lane.

We proposed to implement no waiting at any time restrictions as per plan below.



Representations Received.

We received 34 objections to the proposed restriction.

Please find below a sample of the objections received with all objections in full found in Annex IA2

Objections:

- I am writing as a concerned parent and member of the community to formally object to the proposal to install double yellow lines on the church side of Acomb Road, extending from New Lane to Murray Street. While I understand the goal of regulating traffic, this

plan creates significant safety and operational issues for the hundreds of young people and elderly residents who use Holgate Methodist Church as a community hub.

My primary and most serious concern is the safety of pedestrians. The removal of the current drop-off space will force countless children attending Scouting, Guides, Playgroup, and other youth activities - as well as elderly church members - to be dropped off elsewhere, which could result in them having to cross a busy road unnecessarily. Given that there is currently no designated zebra crossing near the church entrance, this change will dramatically increase the necessity for pedestrians, many of whom are minors or less mobile, to cross Acomb Road unsafely.

Furthermore, removing this essential space will exacerbate the existing parking and congestion issues during peak drop-off and collection times. This traffic will simply be pushed onto the already busy surrounding residential streets, transferring the problem rather than solving it. Finally, the ability for volunteers to safely load and unload essential equipment for community activities and camps will be completely removed, creating an unnecessary hurdle for those who dedicate their time to supporting our young people. This area is also used to safely get the kids onto the minibuses. The removal will make it even more difficult to safely load up to 40 children onto two mini buses.

I urge the Council to reconsider this proposal based on the increased risk to pedestrian safety and the profound negative impact on local community activities.

Acomb Road is a very busy road; there are wider, more concerning issues with speed than introducing double yellow lines, which will negatively impact the community groups who use the church.

- I would like to raise strong objections to the proposals of adding double yellow lines to Acomb Road, next to Holgate Methodist Church. This proposals are totally unnecessary in my view. Holgate Methodist Church is a Holgate hub for various activities serving our community.

The space there is already very limited to park when dropping off and collecting children from school/clubs/ activities etc. The traffic would then be pushed to nearby streets which are already very busy.

Scout groups use that space to load and unload the vehicles on that side of the road - packing and unpacking equipment for the camps and other events for our young children and teenagers.

These groups rely on help from volunteers, not paid jobs at all. This is yet another hurdle for the volunteers to overcome.

Most importantly, the safety of our young people - more young people,

and elderly members of the community, will have to cross a busy road to

access the meeting space and the church, whereas now they don't have to do that.

- I've been made aware through Holgate Methodist Church of the City of York Council's plan to add double yellow lines to the church side of Acomb Road all the way from New Lane down to Murray Street. We regularly park here to drop my son off at Beavers (scouts) each week, and i would like to share my objections.

My son is awaiting an autism assessment and can be impulsive. Being able to park nearby helps us to keep him safe.

My husband, who has chronic fatigue, does drop off my son, and would struggle to walk the additional distance if forced to park down one of the residential streets, particularly given the lack of parking nearby as the residential streets rarely have many spaces available during an evening.

I am also aware that the space in front of the church is used for loading and unloading scout transport (including a trailer) and that it is difficult to manage the sheer volume of small children and vehicles safely if not able to park directly in front of the church.

- I am writing to object to double lines all along the south side of Acomb Road from New Lane to Murray Street.

My children often go on Scout Camp with 1st Holgate Scouts and load / unload equipment from Holgate Church to minibuses parked on the road. If they had to cross the road with heavy equipment this will increase the risk of an accident or injury.

Please take this into consideration when making your judgement.

- Hello, I'd like to express my objection to the plans for double yellow lines outside Holgate Methodist Church for the following reasons:

1) Safety concerns. Young people (Scouts and nursery attendees) and elderly members of the community will have to cross a busy road to access the meeting space and the church. The road is unchecked for speeding cars and there have already been a number of serious road traffic accidents on that stretch of road.

2) Space for parking when dropping off at Scouts. Space is already tight, particularly when one section is finishing and another starting and this would ultimately push more traffic onto surrounding streets, which are already too busy.

3) Loading and unloading the Scout vehicles. The volunteer leaders frequently have to park vehicles on that side of the road to pack equipment for camps and events. This seems like an unnecessary hurdle for our volunteers to contend with.

- I'm writing in opposition to the proposed double yellow lines being installed on the church side of Acomb Road between New Lane and Murray Street. My two sons have been members of the 1st Holgate Scout Group that uses the Methodist Church hall as a meeting venue for the past 10 years. This plan causes the scout group - and other groups using the church and the hall - concern on several fronts:

1) Most importantly, the safety of our young people - more young people, and elderly members of the community, will have to cross a busy road to access our meeting space and the church.

2) Space for parking when dropping off - space is already tight, particularly when one section is finishing and another starting and this would ultimately push more traffic onto surrounding streets, which are already too busy.

3) Loading and unloading - we frequently have to park vehicles on that side of the road to pack equipment for our camps and events. This seems like an unnecessary hurdle for our volunteers to contend with. It would necessitate volunteers and young people repeatedly crossing a busy road carrying heavy and awkward camping kit and equipment - the potential for accidents would be very high indeed.

Please reconsider this decision!

- As an active member of 1st Holgate Scout Group, I not only a Beaver Leader but also a parent to four young children that are all active in the group. The Methodist Church is a community hub for so many and of the key aspects they have high standards for is safety. Extending the double yellow lines on a road as wide as this seems pointless. Families that travel further or who are bringing younger children would be pushed onto parking on the narrower residential roads. Not to mention the sheer difficulty you would be putting the group under when they do trips and camps as this is the closest place to park the mini-buses and trailer. Parking elsewhere would make the work of the volunteers even harder and potentially unsafe. This is before you even look at the logistical challenge of managing that number of children as they gather, with families, to go on these trips and how we use the Methodist enclosed space to keep them safe before they get on the mini-buses.

1st Holgate are one of the largest scout groups in York and in the county. The volunteers that lead this give their time and provide youth engagement that means children and young adults are positively engaged with the community. Creating barriers for this group, the Guides and the Church members does not resonate with the community focus that the council portrays. I would urge you to reconsider the need to extend the double yellow lines or any type of parking

restriction in that place which would create barriers and potential safety issues for such a large amount of the local and extended community.

- I am writing as a parent of children attending Scouts at Holgate Methodist Church, alongside many other families whose children participate in youth groups such as Rainbows, Brownies, Guides, and Playgroup, as well as church activities.

We have recently been made aware of the City of York Council's proposal to implement double yellow lines on the church side of Acomb Road, from New Lane down to Murray Street. This proposal raises several concerns for us as a community:

- 1. Safety of Young and Elderly People**

The proposed restrictions would force more children and elderly members of the community to cross a busy road to access the church and its facilities. This significantly increases the risk of accidents and compromises the safety of vulnerable individuals.

- 2. Parking and Drop-Off Challenges**

Parking space is already limited during drop-off and pick-up times, especially when multiple groups overlap. Removing the ability to park on the church side will push more traffic into surrounding residential streets, which are already congested and not designed to handle additional volume.

- 3. Loading and Unloading for Events**

As a Scout Group, we regularly load and unload equipment for camps and events from vehicles parked on the church side of Acomb Road. The proposed restrictions would create unnecessary logistical challenges for our volunteers and hinder the smooth running of our activities.

I would appreciate it if the Council could reconsider this proposal or explore alternative solutions that balance traffic management with the needs and safety of the local community.

Thank you for your time and consideration. I hope you will take these concerns into account before finalizing the decision.

- I am writing as a local resident and volunteer Scout Leader at the Holgate Methodist church on Acomb Road, York, to raise my objection to the proposed "No Waiting at Any Time" parking restrictions recently published in the City of York Council traffic notice Amendment No 14/68.

While I appreciate the council's intention to improve safety and traffic flow, I am deeply concerned that this proposal will have the opposite effect for the many children, families, and elderly residents who use the church and its community spaces each week as well as local residents within the surrounding area.

- 1. Safety of young people and vulnerable road users**

The church hosts several youth and community groups — Scouts, Rainbows, Brownies, Guides, and a playgroup — as well as regular worship and community activities. During drop-off and pick-up times, dozens of families arrive, many with young children or mobility needs. Removing the ability to briefly stop or park near the entrance would force far more people to cross a busy road, often in the dark during winter evenings. This significantly increases risk to pedestrians, especially children.

2. Limited space for drop-off and collection

Parking and waiting space is already tight, particularly when one session finishes and another begins. The proposed restrictions would displace this short-term activity onto surrounding residential streets that are already highly congested. This would not reduce traffic overall — it would simply move it elsewhere, as the community space would still continue to be used and enjoyed, therefore making the area less safe and less accessible for everyone.

3. Loading and unloading for community use

As a volunteer, I am often involved in loading and unloading equipment for community activities such as Scout camps and church events. The proposed “No Waiting” rule would remove any legal option for this, making it unnecessarily difficult for those of us who already give our time freely to support local young people.

4. Accessibility and inclusion

The church acts as a key local hub for families, children, and older residents. Making access more difficult could discourage attendance — especially among those with limited mobility or no easy walking route. I would ask that the council consider its duties under the Equality Act 2010 to ensure accessibility for all community members.

5. Environmental and behavioural impact

Restricting all waiting may lead to more drivers idling or circling nearby roads in search of a space, inadvertently increasing congestion and emissions — outcomes that run counter to the council’s sustainable transport goals and upsetting local residents who are currently not subjected to the traffic able to drop off and collect their loved ones from this important community hub.

6. Constructive alternatives

I would urge the council to consider more balanced alternatives, such as:

- Improved lighting and crossing options if parking is reduced.

These small adjustments could maintain both road safety and community accessibility.

Thank you for considering these points. Please confirm that my objection will be recorded as part of the formal consultation process for this Traffic Regulation Order.

Yours faithfully,

- **Objection to proposed amendments to the Traffic Regulation Order**

I write in response to a letter dated 31st October 2025 which I have been made aware of, advising of proposed amendments to the Traffic Regulation Order: 'The York Parking, Stopping and Waiting (Amendment) (No 14/68) Traffic Order 2025'.

My objection specifically relates to the proposal covered under 1(a)(ii) regarding the introduction of 'No Waiting at any time' restrictions to Acomb Road, on its south side, between points 81 metres (terminal points of existing 'No Waiting at any time' restrictions) and 110 metres (terminal points of existing 'No Waiting at any time' restrictions) west from the projected centreline of Lindley Street.

Having grown up in the vicinity prior to moving away for university, I have been actively involved in activities at Holgate Methodist Church, both spiritual and secular, for many years. This includes both as a participant and volunteer leader, such as my involvement with 1st Holgate Scout Group; one of the largest providers of scouting in the region, which is based at the premise. Given the scout group's popularity and size, it attracts young people and adult volunteers from all over the city, not just those within walking distance. I am also a trustee of Holgate Methodist Church, and whilst we have submitted an objection as a collective, I wish to also voice my personal objections. The premise is regularly used by a significant number of people of all ages, but particularly young people. This includes through Pre-School, Rainbows, Brownies, Guides, Beavers, Cubs and Scouts, YoYo, a Pilates group, community outreach events, Messy Church, Sunday worship, and ad-hoc children's birthday parties; likely several hundred individuals each week.

It is my understanding that the Highways Department's knowledge of the area is incompatible with my local knowledge of the area developed over several years of residing on Acomb Road. For instance, background notes state that Holgate Methodist Church "has off-street parking amenity", which I would challenge for multiple reasons. Firstly, the physical space for parking within the curtilage of the property is limited to an absolute maximum of four vehicles before proceeding to block other vehicles in. Given the multi-occupancy nature of the building, we often have different users of the premise concurrently (e.g. YoYo and Pre-School in together during the day or overlaps of adult volunteers for our uniformed groups in the evenings). It is not appropriate for users to block each other in, and circumstances which require multiple people from a group to step away for a period to play musical cars may cause safeguarding regulations, regarding ratios of adults to young people, to be breached. Secondly, it is also a very narrow gated entrance-way, with tricky multi-point turns required to get in and out of the limited parking available. Given a time this parking would likely need to be used would be by volunteers of our uniformed groups (who may need to unload resources for the session), which oftentimes can end up coinciding with changeovers between groups, there is likely to be increased foot traffic traversing the parking spaces at this time. This poses significant increased risk, and I

would like to hope the council does not want to be performing actions which would likely have the consequence of increasing the risk of accidents to young people. The background notes also indicate that further parking is available on Murray Street and New Lane, the roads running perpendicular to Acomb Road either side of Holgate Methodist Church. It would appear apparent that these notes were not formulated by an officer who has observed these streets during an evening and weekend, when activity at Holgate Methodist Church, and therefore demand for parking, is at its greatest. These peaks times also typically coincide with when most residents are at home and therefore parked too. This plan would almost certainly cause congestion and block these roads, much to the frustration of residents. Murray Street is predominantly terraced dwellinghouses which offer no parking facilities within their curtilages, resulting in cars being parked on both sides of the road and two-way vehicular traffic being unable to pass without finding a space to pull into. The removal of the on-street parking available outside Holgate Methodist Church will instead mean parents dropping off children for activities need to circle around the neighbouring streets in attempts to find parking, which they will occupy for longer so they can walk them in (instead of being able to quickly watch them from the car whilst dropping off). This increased traffic in the side streets will likely also cause increased noise and air pollution for the residents, particularly NO₂, PM₁₀ and PM_{2.5}, which your Public Protection team acknowledge already exceed World Health Organisation guidelines¹

1 2025 Air Quality Annual Status Report:

<https://www.york.gov.uk/downloads/file/10332/2025-air-quality-annual-status-report> ; at the nearest monitoring site to the location in question (A50, about 200 metres away) NO₂ levels for 2024 averaged 16.74 µg/m³ 2

2 Diffusion Tube Readings: <https://data.yorkopendata.org/dataset/45e3f391-9519-4e85-9b38-ce26a71eac71/resource/70bfcee5-c8df-4602-9318-5f277c699efa/download/tubesreadings.csv> , compared to the guidelines of 10 µg/m³ 3

3 WHO global air quality guidelines:

<https://iris.who.int/server/api/core/bitstreams/551b515e-2a32-4e1a-a58c-cdaecd395b19/content> , which equates to being 67.4% above the guidelines. This proposal on its own will only exasperate the issue. The only alternative to this will require crossing additional roads, with no pedestrian refuge island being available outside of Holgate Methodist Church – the nearest is over 100 metres away outside West Bank Park. This would increase the risk to individuals using the premise.

It is also worth noting that on election days Holgate Methodist Church acts as a Polling Place for 1,958 in-person voters⁴

4 Polling District, Place and Station review 2025, Annex 1 Final Recommendations:

<https://www.york.gov.uk/downloads/file/10172/final-recommendations> . In an Accessibility Audit conducted alongside the May 2024 Combined Authority Mayoral election⁵

5 Polling District, Place and Station review 2025, Annex 3 Accessibility audit summary - May 2024 Polls: <https://www.york.gov.uk/downloads/file/10169/accessibility-audit-summary-may-2024-polls> , the Presiding Officer noted that whilst there is not accessible parking at Holgate Methodist Church, there is on-street parking less than 50 metres away. Whilst the recommendation is that the parking within the curtilage could be used as such, clearly the Presiding Officer did not believe this was adequate; based on my experience of being a Polling Station Inspector for multiple elections, I would question if the team making that recommendation fully understands the nature of the

parking at the venue. Given it takes drivers experienced with navigating the egress multiple-point turns to get out safely, those that are inexperienced with the venue are likely to struggle moreso and take significantly longer to exit safely, all whilst blocking the free-flow of voters to and from their Polling Station. This proposal is in contradiction to the aims of the Polling District, Place and Station review conducted earlier in 2025 by the authority, as agreed by Full Council on 27th March 2025; namely “ensure that electors have reasonable and practical facilities for voting” and “ensure that polling places are accessible to all electors, as far as is reasonable and practical”. This is particularly important when it is considered that the Polling Place is located outside of the related Polling District (CFB)6

6 YorkView:

<https://cyc.maps.arcgis.com/apps/webappviewer/index.html?id=089c350ae7744418b96c5e4ff2bdb1ef> – voters on New Lane and Murray Street are voting at the York Railway Institute Club instead, not at Holgate Methodist Church. As such some voters at this Polling Station will need to travel 1.3 kilometres to the station. It is worth noting as well that this Polling District also covers a diverse socioeconomic range of households – ranging from areas in the 3rd to 9th deciles of the Indices of Multiple Deprivation 2025 7 English indices of deprivation 2025, File 7: All ranks, scores, deciles and population denominators for the Indices of Deprivation:

https://assets.publishing.service.gov.uk/media/691ded56d140bbbaa59a2a7d/File_7_1oD2025_All_Ranks_Scores_Deciles_Population_Denominators.csv . If you look just at the Health Deprivation and Disability domain as a proxy for how able-bodied people are, the Polling District covers from the 2nd to 8th deciles nationally – in other words Holgate Methodist Church serves as a place of democracy for those in the 20% most deprived & least able-bodied nationally.

When consideration is given to the demographics of the users at Holgate Methodist Church, there are also almost certainly going to be continued times throughout the week when several vehicles are still parked outside, utilising blue badge privileges. With this said however, not all people with mobility issues requiring close-by parking will have a blue badge; this includes temporary ailments, such as broken legs, and people that are waiting the “4 to 6 weeks”8

8 Apply for a Blue Badge: <https://www.york.gov.uk/accessible-parking-1/apply-blue-badge> for a blue badge after applying. Currently, most blue badge holders will try to avoid using their privileges of parking on double yellow lines outside Holgate Methodist Church and instead use the unmarked section that this proposal seeks to remove. With its removal, and therefore no guidance to drivers of where parking is preferable along that stretch, I worry that those utilising blue badges may end up parking closer to the junctions and the dropped kerb for Holgate Methodist Church.

Given I understand the basis of this proposal is to increase visibility at the junctions of New Lane and Murray Street with Acomb Road, I hope appropriate consideration is also given to the suitability of the bus stop adjacent to Holgate Methodist Church. Whilst these obstructions might be for a smaller overall duration, the vehicles increased sizes mean ability to see past them is nearly fully removed. Similarly, I hope due consideration will be given to the unrestricted kerbside parking between Murray Street and Lindey Street. Currently this feels very much like a selective proposal targeting just one direction of two neighbouring junctions, instead of considering both directions at these junctions.

Given the points raised in this letter regarding the safety, safeguarding and accessibility concerns of users of Holgate Methodist Church, used by a diverse cross-section of the local community, I sincerely hope you heed to the objections and discard this proposal. As an aside, I would also like to vocalise my disappointment that the council has not more widely advertised these proposals. Given the proposals covered by this amendment are spatially distributed across the city, it would appear strange that the proposal and background information has not been published (at least not readily searchable) on the website. I would suggest this severely impacts the public's opportunity to constructively engage with the proposals. Given there is a page on the website for current consultations⁹, which this annual review does not feature on, I would strongly recommend you review your ways of working and ensure it is included on here in future years.

- I'd like to register my opposition to the proposed change in traffic restrictions outside Holgate Methodist Church.
The introduction of no stopping as well as no loading at such a popular community space would only seem to frustrate users, and force longer routes on all (including those of limited mobility) not to mention the increase in strain and stress for the various scouting groups that use the church and often need to make use of the loading. Can you tell me what is gained from the restrictions please?

Does the proposed plan consider these problems, and have any suggestions of solutions?

- I am writing to object to the proposal of double yellow lines on Acomb road, which would affect the parking for Holgate Methodist church. We use the church twice a week for Brownies and Explorers, and space is already very tight for parking. We walk where we can but this is not always possible. I think this poses a safety risk for children needing to cross the road, not to mention the elderly and those less able to move or see.

Please consider this an objection to the plans.

- I'm one of the leaders at 1st Holgate Scout Group who meet at Holgate Methodist Church.

Would you be able to provide me with the reasons for the extension of the double yellows outside the church? I do appreciate that visibility isn't great from the side roads and witnessed a bus / car accident there some months ago as the bus was trying to get through too narrow a gap between parked cars and the traffic coming the other way.

There is, however, some frustration from my fellow leaders on the impact on the Group's ability to load and unload equipment before and after camps in to the church.

More information would certainly help a more reasonable response.

Many thanks and hope you are well.

- I am writing as someone who regularly works from. Holgate Methodist church as part of a team working for a charity. The space to park is an important reason why we choose to rent our rooms from the church. Please do not make that part of the road double yellowknrs.
- Further to the recent notice of proposed amendments to the traffic regulations on Acomb road - specifically double yellow lines outside of Holgate Methodist church, I am writing to express concerns and object to this proposed change.

Whilst not a local resident, I am a trustee of the 1st Holgate Scout Group. The scout group is based at the Methodist Church and is a thriving amenity for the local community, supported by many families dropping young children off for different sessions throughout the week. In addition to ourselves the church is used by other youth groups i.e. Rainbows, Brownies, Guides, Play groups and of course people attending church activities.

The proposed plan causes three primary concerns;

1) Most importantly, safety - the proposal means that more young people, and elderly members of the community, will have to unnecessarily cross a busy road to access our meeting space and the church.

2) Space for parking when dropping off - space is already tight, particularly when one section is finishing and another starting and this would ultimately push more traffic onto surrounding streets, which are already busy with limited parking causing likely inconvenience to local residents.

3) Loading and unloading - we frequently have to park vehicles on that side of the road to pack equipment for our camps and events. Preventing parking would present an unnecessary hurdle for our volunteers to contend with and lead to more adults and children crossing the road to load / unload vehicles, with the associated risks of doing so.

I hope that in your decision making you will consider the increased risk that preventing parking will bring to all that use the church and its facilities.

- I wish to object to the proposal to add double yellow lines to the church side of Acomb Road.
This plan causes us some concern on three fronts – mainly surrounding scouting activities.

1) Most importantly, the safety of our young people - more young people, and elderly members of the community, will have to cross a busy road to access the scouts meeting space and the church.

2) Space for parking when dropping off - space is already tight, particularly when one section is finishing and another starting and this would ultimately push more traffic onto surrounding streets, which are already too busy.

3) Loading and unloading – the scouts frequently have to park vehicles on that side of the road to pack equipment for their camps and events. This seems like an unnecessary hurdle for their volunteers to contend with.

Thank you

- I'm writing to express my concerns about the plan to put double yellow lines on Acomb road near the Methodist church.

As a Scout leader in the 1st Holgate scout group, we meet at this church and use this area for pick up and drop off of many dozens of children every week. If this is prevented it will mean longer journeys and dangerous crossings in other local streets, simply making congestion worse on these streets and upsetting local residents and creating animosity towards our group who work very hard to improve the lives of local children.

We also use this area for loading minibuses and trailers. It will make this job very difficult if we can no longer do it in front of the church.

- **I and my wife object to the proposed waiting restriction in the following location** south side, between points 81 metres (terminal points of existing 'No Waiting at any time' restrictions) and 110 metres (terminal points of existing 'No Waiting at any time' restrictions) west from the projected centreline of Lindley Street, **on Acomb Road York especially the section outside Holgate Methodist Church For the following reasons.**

!) The church is used by youth groups such as Scouts, Beavers Cubs, Rainbows, Brownies & guides and also Pre school who come from a wide area. this would affect dropping of by parents especially on dark nights.

2) It will restrict parking for people attending Church, Also there will be a knock on affect for Weddings and funerals in particular the parking of vehicles such as a hearse.

This will mean especially for point 1 of children having to cross a busy main road which will br more hazardous on dark nights also it will more dangerous for elderly people having to cross to get to the church.

- I would like to object to this proposal.
Firstly over 300 young people ranging from 4 years to 18 yrs and members of York 1st Holgate scouts use Methodist church as their safe place. The ability to drop off and pick up safely is paramount without having to cross a very busy main road.

Secondly the scouts have to park to load and unload scouting equipment and scouts during frequent trips with the scouts mustering in the forecourt of the church facing Acomb Road.

I thank you for your attention

- Please note my strong objections to this proposal. Holgate Methodist Church is a vital community hub for the people of Holgate and beyond. It not only serves the Church community, it has lots of other groups active there, including a Pre School nursery, Scouts, Cubs, Guides Brownies, Choir, Pilates sessions, Baby Sensory sessions and holds many other communal events. My daughter in law takes my granddaughter to the Baby Sensory sessions. She lives off Tadcaster Road and travels by car to the church...it is too far to walk. How is she supposed, and all the other parents with young children who go there, to take their children into the building if they can't park outside?? They can't just drop off and pick up babies and toddlers, they have to be taken inside. What about people with mobility issues and seniors? How are they supposed to access the groups and events there....on their bikes?? Get real....in the real 21st century world, parents with young children and Seniors cannot use bikes or walk long distances..They have to use cars..... The obsessive unrealistic ideology of York Council's anti car policy is what this prohibition is about. Holgate Methodist Church had always served the communities in this area and provided opportunities and vital services for many and this proposal is petty, vindictive and anti community. I strongly object to it.
- I am writing to object strongly to the proposed installation of double yellow lines outside **Holgate Methodist Church on Acomb Road**.

My primary concern is safety.

I am the Unit Leader of 12th York Guides and our meetings are held at Holgate Methodist Church on a weekday evening. Our unit comprises around 40 Guides and 7 volunteer Leaders.

The proposal would severely impact parents' ability to safely drop off and collect their children. Acomb Road is a busy main road with a bus stop both opposite and adjacent to the church, and traffic often travels faster than it should when heading into Acomb. If double yellow lines are introduced, parents will be forced to park further away, meaning that children will need to cross a busy road in the dark or in low sunlight, as our meetings run between 7pm and 9pm. This presents a significant safety risk to both children and volunteers.

In addition, the proposal would push more vehicles into the surrounding residential streets, increasing congestion and reducing visibility. These streets are already narrow and difficult to navigate; adding extra traffic will only make conditions worse — and I doubt local residents would welcome this change.

It is important to note that this issue affects far more than just our Guide unit. Holgate Methodist Church hosts a large community of uniformed organisations. Within Girlguiding alone, there is one Rainbow unit, two Brownie units, and one Guide unit. Scouting also runs groups for Squirrels, Beavers, Cubs, Scouts, and Explorers. These groups meet on different evenings throughout the week, so the impact of this proposal would be felt every night.

These activities rely entirely on volunteers, who already give so much of their time to support local young people. This proposal would put those volunteers — and the children in their care — at unnecessary risk while simply trying to arrive and leave safely.

Beyond weekly meetings, our unit often organises events and trips where the pick up point is outside church, where the proposed double yellow lines would be. This ensures we can register the Guides safely and board transport without anyone needing to cross the road. We also use vans and trailers to load and unload equipment; removing safe access to the church frontage would make this extremely difficult and potentially dangerous.

As an active member of Holgate Methodist Church myself — having sung in the choir since childhood and attended church parades — I am also concerned about the wider impact on the congregation. Many members are elderly and rely on being able to park close by. The church also hosts baptisms, weddings and funerals. Under the proposed restrictions, even hearses would be unable to stop directly outside, which would be deeply inappropriate and distressing for families.

Although this is a short stretch of road, the proposed double yellow lines would have a disproportionately large and negative impact on the safety, accessibility, and community life of Holgate Methodist Church.

I therefore urge the Council to reconsider this proposal to ensure the safety and inclusivity of community users.

- I would like to express my concerns about this happening. By doing these double yellow lines you are forcing people to park further away from the church, with no area for a safe crossing. This is an extremely busy road, and by putting double yellows right outside the church, puts many people at risk. Can this please be thought about carefully before making this decision. There is no safe area for crossing at all.

I worry about this, when there doesn't seem to be a problem with it as it is? The road is wide enough for buses to drive either way, so why add double yellow lines. If you do this, then please add a safe crossing for children.

- I am writing to object to the proposed **No Waiting restriction outside Holgate Methodist Church** as outlined in the recent consultation letter.

My concerns are as follows:

1. **Safety of children, young people and elderly members of the community**

The current ability to briefly park outside the church allows parents, carers and relatives to safely drop off and collect children, young people, and older members of the congregation close to the entrance. If parking is removed, many of these people will have no choice but to cross a busy road, often in poor weather or darkness, which will increase the risk of accidents and make access significantly more difficult for those with limited mobility.

2. **Lack of safe drop-off and pick-up space**

Space is already very tight at key times, particularly when one group or activity is finishing and another is beginning. Removing the ability to wait outside the church will push more vehicles onto the surrounding residential streets, which are already heavily used and often congested. This will not remove traffic; it will simply displace it and create additional safety and access issues for local residents and road users.

3. **Impact on loading and unloading for church and community activities**

Holgate Methodist Church and its associated groups frequently need to load and unload equipment for camps, events, and regular activities. This often requires vehicles to park temporarily on that side of the road to move larger items safely. A No Waiting restriction here would create an unnecessary barrier for volunteers who give their time to support these activities, and would make it much harder to run events that benefit the local community.

For these reasons, I believe the proposed restriction would have a **negative impact on safety, accessibility, and community activity** at Holgate Methodist Church and in the surrounding area. I therefore respectfully request that the Council reconsider this proposal.

Thank you for taking my comments into account.

- I am writing to object to the proposed double yellow lines outside Holgate Methodist Church, Acomb Road.
I work for York Schools and Youth Trust which rents office space from Holgate Methodist Church.
The church building is well used by many different community groups. Restricting the parking on the road outside the church will impact my colleagues along with other church users.
Please could you explain the reason for the proposed change?
- I'm writing to object to the proposed double yellow lines stretching down to Murray street from New Lane. Parking is already very tight to drop scouts off at their venue at the church safely. When picking/dropping my son up off at scouts or for scout trips away around the church it's extremely tricky. To stop parents

parking there in order to help with events as well as dropping/picking up will mean that there will be less opportunity for us to do this.

Acomb is also becoming harder and harder to park in and accessing the shops is difficult from that side of Westbank park.

I'm not sure what benefits there will be to stop cars parking there to the general public? The road is wide enough for the cars to be parked and other traffic/cycles to get round it.

The scout association have lots of groups from rainbows up-to explorers, children from 5-18 yrs old. It would be a shame if these groups and the children are placed at a disadvantage due to parking restrictions that aren't needed. They've not been required for years and I'm not sure what's changed to make them needed now?

Many thanks for taking the time to read this.

- Referring to your letter dated 31st October 2025, we wish to object to the introduction of "No Waiting at any time" restrictions on Acomb Road on its south side listed as proposal 1 (a) (ii). This is the length of highway outside Holgate Methodist Church on Acomb Road.

Holgate Methodist Church is very much a community building serving the wider local community, as well as a place of worship, used by several Scouting and Guiding groups attended weekly by children and young people from as young as 5 up to teenage. All these youngsters need parents/carers to safely bring them to meetings and collect again, often by car. If many of these parents/carers have to cross a busy Acomb Road, at one of its widest points, and in the early evening rush hour, this will represent a serious road safety issue. Some parents/carers will undoubtedly try to park in New Lane, Murray Street or Lindley Street, already heavily used for street parking. Bearing in mind that these Scouting and Guiding groups have between 20 and 35 children or young people attending in each group, this is a considerable amount of people needing access to the building each evening. The dangers would be particularly evident for the many parents/carers dropping very young toddlers and children to Holgate Pre-school, which offers child care in the building every weekday from 9am. Imagine a parent/carer trying to gain safe access to the Church to attend Holgate Pre-School, quite possibly holding a small baby who cannot be left in their car, in order to drop off their young toddler, and negotiating crossing the busy Acomb Road at this point, or searching for a parking space on a nearby street.

In addition to the Scouting and Guiding groups who use the building each week, and Holgate Pre-School, the Church building is used by a Pilates group, NCT meetings, youth meetings and booked parties, not to mention its primary use as a place of worship each Sunday, meetings through the week, fundraising events and Messy Church meetings each month. Obviously, some of the congregation have mobility issues or are wheelchair users, being brought to Church by family or friends in cars. In addition, the Church is used for Christenings, Weddings and Funerals from time to

time, and the very limited parking within the Church boundary is not suitable for the parking of hearses or wedding cars.

All in all, Holgate Methodist Church building has a vital role in the community, and we don't feel that its usage has been properly assessed when proposing this "No Waiting Zone" restrictions.

We therefore strongly object to the restrictions being imposed on this short stretch of highway on Acomb Road, and would ask you to reconsider the proposal.

- I'd like to write as a local resident to object to changing the area in front of Holgate Methodist Church on Acomb Road to double yellow lines.

This is a very active community venue- both as a church, a Preschool nursery and hosting lots of events involving young people. Giving no place to drop these young people off at these events is asking for accidents.

This road is host to fast moving vehicles and already overcrowded resident parking areas- making this change can only increase risk of accidents and inflame issues with local neighbours.

- I am writing this email as a concerned parent after hearing about York Council's plan to add double yellow lines to the church side of Acomb Road all the way from New Lane down to Murray Street.

Both of my children attend Cubs and Rainbows at the church. These sessions are difficult enough for us to get to with working full time so we have to drive and rely on parking close to the church.

With the proposed double yellow lines this would cause a lot of safety issues as we will have to cross a busy road to access the meeting space at the Church. Space for parking when dropping off is already tight and would end up moving the parking issues on to nearby streets.

It is incredibly important for children to have safe access to these out of school clubs and to not be put in danger when attending. I would have thought the council would want to support the volunteers not to make their lives and the families lives more difficult.

I object to the proposed double yellow lines and urge you to rethink the decision.

- We are part of the community that regularly uses Holgate Methodist Church.

The area of permitted parking outside the church gates is used regularly by church and hall users, some of whom are elderly or frail. Having double lines in this area would make access to the church more challenging, and presumably push more parking on to side roads and on the opposite side of Acomb Road.

I don't know anything about the recommendations over lines of sight and visibility from roads turning on to Acomb Road, but if the new yellow lines are not necessary for safety it seems an unnecessary loss of access to users of the church to place them here.

Many thanks for taking the time to consider further comments.

- I would like to object to removing the parking on Acomb Road outside the Holgate Methodist Church. My son attends Cubs there every week and it's already a dangerous road when parking on the other side. Why is it necessary to restrict the parking spaces even further?
- We are residents of Fir Tree Close, West Bank in Holgate and regular users and Members of Holgate Methodist Church for worship and weekday activities. We would like to register our strong objection to the proposed introduction of parking restrictions to Acomb Road on its south side, between points 81 metres (terminal points of existing 'No Waiting at any time' restrictions) and 110 metres (terminal points of existing 'No Waiting at any time' restrictions) west from the projected centreline of Lindley Street.

Holgate Methodist Church is a very well used community building - not only for worship but for numerous activities throughout the week, including regular Pre-School, multiple uniformed organisations across the age spectrum from 5 to 18 and Pilates groups together with many ad hoc events and (often children's) parties. The very nature of these services and events means that there are a significant number of vulnerable members of society making their way to and from the building, including the very youngest and oldest, and on occasions not so mobile, in our community.

The church grounds contain very limited parking within them and there is no parking elsewhere that does not involve the crossing of roads, other than these few spaces immediately outside of the church gates – an area currently very heavily used as children are taken to and collected from meetings, as well as by churchgoers.

If there is No Waiting outside of the church, cars will be forced into the already congested Lindley Street and New Lane for dropping off and collecting, as well as parking – streets that are already busy areas with residents trying to find space to park themselves. There's also the issue of potential additional noise and pollution that would result from this scenario, as parents etc drive slowly and idle, searching for a place to wait. (Not an ideal situation for the Council?)

Please also note that a number of the more elderly and infirm churchgoers hold Blue Badges therefore it is unlikely that this stretch of kerbside would become completely free of parked cars anyway. And the church conducts funerals and is licenced for weddings for which there would be a major problem if hearses and wedding cars had nowhere to park outside of the church. And the same would apply for delivery vehicles.

The uniformed organisations thrive at Holgate Methodist Church and deliver excellent programs of activities to hundreds of young people from the Holgate area every week. With any day trips or residential trips, the space outside of the church provides a meeting and safe loading space for the children and young people on leaving and returning. For residential trips it also serves as a space for loading equipment which is

stored at the church. We would hope that the Council's intention would not be to hinder the work carried out by so many volunteer adults in the community.

A number of years ago, a churchgoer was knocked down by a car as she crossed the road in the dark outside of the church. At that time, the church applied for a pedestrian refuge/ island to be installed due to the width of the road; however, the Council decided that footfall at the times they assessed it did not warrant this and instead made provision outside of West Bank Park. We understand that part of the Council's argument at the time was that there was no need for such provision to be made outside of the church as there was parking in front of the church on the same side of the road.

It is disappointing to learn of this intention at a time when society is trying to avoid exclusion and to make meeting with people more accessible and it does seem somewhat illogical to enact such proposals that would make that very objective harder to achieve.

- I live locally at .. Acomb Road, I also volunteer weekly at a Brownie unit at Holgate Methodist Church.

I am writing to object to the plans to change the road use from parking to no waiting at any time.

This change would make drop of and pick up from various groups using the hall very difficult and push congestion onto new lane and Murray Street.

As most of the groups include children. From a safeguarding point of view, we must have the parent collect children from the front door, meaning waiting in the car isnt an option.

Holgate church encourages uses from the wide acomb area and many patrons are reliant on vehicles.

By making this area double yellows it encourages people to park futher up the road towards west bank park. Which only shift the situation and means more road crossing for children.

It may also encourage people to pull into the small parking area at the front of the church, which would risk collision between vehicles and children.

The parking area in general around holgate methodist chuch is quite competitive from residents and people parking to commute into town or to the train station. Recently planning permission for a HMO (house of multiple occupancy) was rejected partly due to the neighbours concerns about preasure on loalcal parking. It would seem counter productive to reduce parking availibility.

Thank you for taking the time to read my email. I hope my concerns are clear and will be considered in further discussions.

- I am writing to object to the proposed introduction of double yellow lines outside Holgate Methodist Church on Acomb Road.

As a parent whose children attend activities at the church, I am very concerned about the impact this will have on families and the wider community. The ability to safely drop off and pick up children is essential, and removing the limited parking and waiting space currently available would make this extremely difficult.

Parking in the surrounding streets, such as Murray Street and New Lane, is already very restricted. If families are forced to park further away, it will lead to increased congestion in those areas and create additional safety risk, particularly for children and elderly people crossing the road, especially in poor light or bad weather.

The church is a busy community hub, used throughout the week for children's groups, social events, weddings, and funerals. These all rely on short-term access for cars, deliveries, and those with mobility needs. Double yellow lines along this stretch would make that almost impossible.

I urge the Council to reconsider this proposal and look at alternative solutions that maintain safety while allowing essential access to the church and its community.

- I have just written to you in my capacity as the Church Council Secretary at Holgate Methodist Church, but I would now like to submit a personal objection to the proposal of a 'no waiting' zone in front of Holgate Methodist Church.

As a church member and a parent of two children who attend the uniformed organisations at the church, we make use of those on-street parking spaces frequently throughout the week.

We are also very much supporters of active travel, regularly walking and cycling to the church despite living 2 miles away, but often there is a necessity to drive. In my role as a leader of Messy Church and organising the church community's food bank donations, for example, I am regularly loading and unloading my vehicle using those spaces. Whilst there is parking within the church grounds, it is extremely difficult to access, with a tight opening and much maneuvering needed to get in and out, and very limited (at the most, 4 cars can park there but only if all the drivers have parked extremely carefully and are prepared to move their cars around when others want to leave). If the proposal goes ahead, I will either have to park across the road, trying to dash across carrying heavy items in between the heavy traffic, or park on the side streets which are already very full.

I am even more concerned about the impact it might have on the uniformed organisations who provide such a wonderful programme to the youngsters of Holgate. The leaders of those will have similar issues to me, having extra complications and difficulties in loading and unloading their vehicles. As volunteers, they especially don't need that extra hassle and indeed danger regarding having to cross the road carrying all their resources and equipment.

Then of course there's the extra danger to the hundreds of children and young people who attend the said organisations: they will either need to cross the busy road or clog up the side streets during drop off and pick up times. I'm sure the local residents won't appreciate that! Even now, there's a lot of that going on as the on-street parking currently available isn't sufficient for the numbers of people using the church, but removing it will only exasperate the situation.

I feel the Scouts especially will suffer from double yellows being placed in front of the church as they have two mini buses. I don't think it would even be possible for those to get through the church gates. I really don't know what they'd do if they couldn't therefore park in front of the church as they are regularly loading both heavy equipment and children into those mini buses. Not being able to park there would not only be inconvenient but dangerous for the youngsters of Holgate.

Many thanks for listening to my concerns and I hope these are taken on board, along with the many other objections I know you are receiving on the same matter.

Officer analysis and recommendation

The existing no waiting restrictions on the junctions of New Lane and Murray Street provide sufficient visibility when exiting the junctions. Taking into account the many objections raised from the church, volunteers and parents we recommend taking no further action.

Options:

1. Implement as Advertised- Not recommended
2. Take no further action- **Recommended**
3. Implement a lesser restriction than advertised- Not recommended

12

Location: Berkeley Terrace/ Amberley Street/ Linton Street/ Garland Street and Chatsworth Terrace.

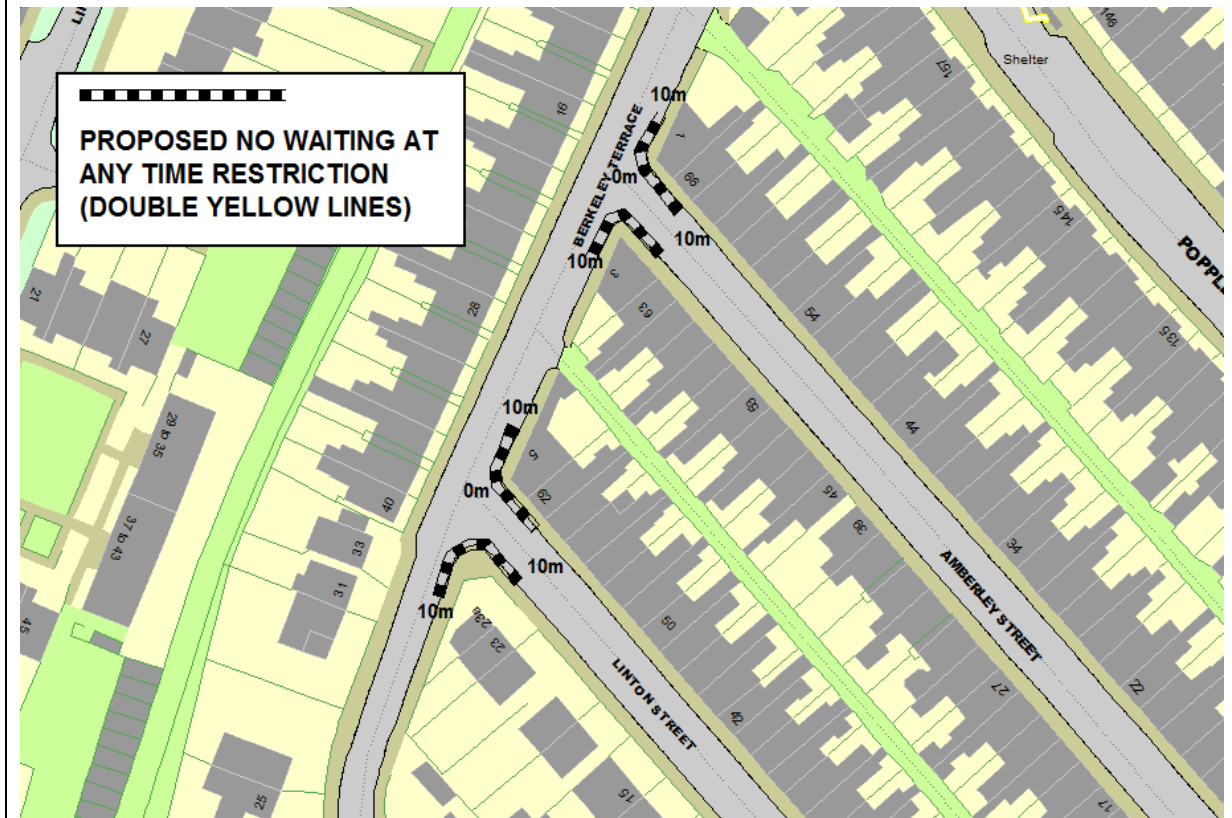
Nature of problem and plan of advertised proposal.

Details received on file were:

An issue of vehicles parking close to the junctions and restricting visibility for pedestrians and vehicles.

Each junction has pedestrian tactile crossing points. All streets are residential terraced streets. The estate is in close proximity to Poppleton Road Primary School.

We proposed to implement no waiting at any time restrictions 10m from the projected centre lines of all junctions to improve visibility for all road users. To also implement 33m of no waiting restriction to the bend of Chatsworth Terrace to restrict any double parking. Please see plans below.





Representations Received.

We received a petition with 25 signatories objecting to the proposal. We also received a further 4 individual representations in objection.

Please find below the issues raised in the petition:

Re: Strong Objection to Proposed Double Yellow Lines on Garland Street and Winchester Avenue

We, the undersigned residents of Garland Street and Winchester Avenue, are writing to register our formal and strong objection to the proposed addition of double yellow lines on these streets.

We urge the Council to reconsider this proposal in light of the significant and disproportionate impact it will have on local residents and the wider community.

1. Severe Impact on Local Parking Availability

Parking in this area is already under considerable pressure. The proposed changes would remove at least four parking spaces from Garland Street alone, which will have a substantial knock-on effect on local parking availability. Almost all households on both Garland Street and Winchester Avenue rely on on-street parking, often with more than one vehicle due to multiple adults living at many addresses.

2. Winchester Grove Residents Rely on These Streets for Parking

As Winchester Grove has no on-street parking provision, residents from that street are already dependent on Garland Street and Winchester Avenue. Removing spaces will exacerbate an already strained situation and push parking congestion into neighbouring streets, creating unnecessary frustration and disruption.

3. No Evidence of Access or Safety Issues

There is no history of access issues caused by current parking arrangements. Garland Street is not used by heavy goods vehicles or refuse collection lorries; therefore, there is no operational need for additional yellow lines. Furthermore, there have been no reported incidents or safety concerns relating to vehicles parked at the ends of either Garland Street or Winchester Avenue.

4. Community Harmony and Neighbourliness at Risk

Our streets have a strong sense of community and cooperation. Residents park considerately and communicate well with one another. Introducing unnecessary restrictions will undermine this positive neighbourly relationship and is likely to foster tension where none currently exists.

5. Potential Misuse of Disabled Bay and Other Spaces

There is a designated disabled parking space on Garland Street which is well respected by local residents. If general parking becomes scarcer, there is an increased risk that this bay will be misused by drivers unable to find alternative spaces near their homes.

6. Impact on Poppleton Road Primary School and Child Safety

The proposed yellow lines near Poppleton Road will remove essential spaces currently used by parents collecting children from Poppleton Road Primary School. These parents park responsibly away from the school gates and walk to collect their children, helping to keep traffic around the school safe and manageable. Reducing available parking will likely lead to less considerate parking closer to the school, posing a potential safety risk for children.

7. Failure to Consider Residents' Rights and Local Impact

Under the Traffic Management Act 2004 and Section 122 of the Road Traffic Regulation Act 1984, local authorities are required to secure the expeditious movement of traffic while also considering

the needs and convenience of local residents and businesses. These proposals fail to strike that balance and show a lack of regard for those most directly affected - the residents who park responsibly and live here every day.

8. Displacement and Wider Congestion

The reduction in parking spaces will inevitably displace vehicles into surrounding streets, creating parking chaos elsewhere. This is not a solution - it merely moves the problem and increases strain across the wider area.

Conclusion

We strongly urge York City Council to reconsider these proposed double yellow lines and instead

engage in meaningful consultation with local residents to find a balanced, evidence-based solution that reflects the needs of our community.

We would welcome a site visit And resident consultation meeting before any further action is taken.

Objections:

- I am writing in response to a letter I received today regarding the proposed changes around Garland Street.

The proposed double yellow lines are taking away a significant portion of parking on the surrounding streets when already parking can be an issue with most houses requiring on street parking.

There are frequently times when people cannot park directly on their street as it is.

Secondly, the proposed lines will cover the entirety of the outside of my property, effectively leaving me with no space to park as everyone else will still need space. This is not only going to create an inconvenience but make it effectively impossible to have visitors and parking will be squeezed.

Finally, this appears to be a solution to a problem that I do not encounter in the surrounding streets. Very rarely, if ever, do I find people parking too close to the corners, and if they do they cover dropped curbs which is an offence in itself. The only areas of these streets that should have double yellows should be the ends adjoining the main road. Further to this, I have never seen any car ticketed for parking on the existing double yellows or over the dropped curbs, so why should this be any different?

I am seeking to understand the thought process behind this as the letter indicates no reasonable grounds for this change. I also wish

to know when these changes would be happening, and would like some clarification as to if the lines will cover the whole front of my property.

- To follow up, I wish to state my firm objection to these proposals.
- As a family living at number 3, Amberley Street, our house is positioned very close to the south east end of the street, where we rely on space to park our family car. At present, the residential parking availability on Chatsworth Terrace, Amberley Street and Linton Street is already at complete capacity. We have frequently returned home on an evening to find no parking availability within a reasonable proximity to our house. I have attached a recent picture to help demonstrate this - Our car is not present in this picture as Linton Street was the closest we are able to park to our home.
- These proposals, however, would seek to exacerbate this issue significantly, when we are already at residential parking capacity. Introduction of double yellow lines as outlined in the proposals would completely remove currently available parking space for no less than 40 cars, given that each 10m stretch of double lines could (and currently does) accommodate 2 cars. I'm extremely keen to know where it is you anticipate these 40 cars are going to park if these proposals are approved, given capacity to accommodate these cars has already been reached. If you also factor in the proposed double yellow lines on Garland Street and Winchester Avenue, this increases from 40 spaces lost in the surrounding neighbourhood to 54 spaces lost.

My strongest objection, however, comes from the fact that a 10m stretch of double yellow lines from the corner of Chatsworth Terrace and Amberley Street, would cover the entire front of our house at number 3, completely removing the availability of a parking spot outside our own house. If a parking spot is no longer available directly outside our house, where do you propose that we park our car? We have young children and being able to get to them to and from our house and car safely is of paramount importance. Leaving us in a situation where we will almost always have to park more than 50 metres away from our home (if even that is possible), and cross multiple roads to travel between our car and home, needlessly impacts on their safety and increases the risk of them being involved in a traffic incident.

To help me understand how these proposals can have possibly been robustly considered with all possible implications factored in, I'd be grateful if you could respond to the following questions and requests:

- The statement of reasons outline that this action is being taken due to 'locations being adversely affected by indiscriminate/obstructive parking', what data or evidence do you have to support this?
 - How many incidents of indiscriminate/obstructive parking have been reported to the council in the past 3 years for Amberley Street, Chatsworth Terrace, Linton Street and Berkely Street?
 - Has a full assessment been carried out to reliably establish the impact and scale of 'indiscriminate/obstructive parking' Amberley Street, Chatsworth Terrace, Linton Street and Berkely Street? How was this assessment conducted, what times of day were considered, were residents asked to input into the assessment?
 - Has an impact assessment been completed to establish and understand the detriment to residents who rely on these areas for residential parking, and what were the findings of that assessment?
 - What proposals are in place to ensure future safe and reliable parking access for residents who would be affected by these proposals?
 - What other considerations to alleviate the impact of 'indiscriminate/obstructive parking' have been explored, and why were they rejected in favour of this proposal?
 - Why is the proposed length of double yellow lines 10m, is there evidence, data or analysis to suggest this is the optimal size to eradicate concerns while minimising impact to residents? What does that analysis look like?
- I am writing to express my strong objection and concern regarding the proposed installation of 10-metre double yellow lines in front of my property at .. Linton Street, Holgate. Which is due to take effect in the near future.

I only recently received notice of these changes, giving residents less than a month's warning to give grounds as to why I object to these proposals. This lack of consultation and short notice period is extremely disappointing, as the proposed restrictions will have a significant negative impact my household, my work, and the value of my home.

Firstly, parking in our area is already very limited, and the introduction of double yellow lines will remove at least two additional parking spaces around each corner. This will make it increasingly difficult for residents, visitors, and service vehicles to park safely near their homes.

Secondly, on occasions I care for both my disabled father and grandson, who I regularly assist in and out of my vehicle directly outside my home. If I am unable to park there, I will be forced to carry them—over a distance to my car, which is neither safe nor practical.

Additionally, I operate a ironing business from home, which involves loading and unloading large quantities of laundry. Not being able to park outside my house will make this extremely difficult, potentially affecting my livelihood.

Finally, I am deeply concerned that these parking restrictions will reduce the value and appeal of my property, as the ability to park nearby is an important factor for homeowners and visitors alike.

I respectfully ask that you review and reconsider the placement of these double yellow lines and take into account the practical needs of those who rely on accessible parking outside their homes. At the very least, I request a site visit or consultation to explore possible alternatives, such as shorter restrictions or a residents' parking exemption.

Thank you for taking the time to read my concerns. I look forward to your response and hope that a reasonable solution can be reached before any permanent changes are made.

- I am writing to make a strong and formal objection to the proposed double yellow lines / no waiting restrictions which will significantly impact my property .. Berkeley Terrace.

I also wish to complain about the manner in which this has been done , with no explanation or context given to the proposal in the information sent out.

It is disappointing if the information has only been given to properties immediately impacted as it will affect everyone in the neighbourhood.

Parking on the street is already a serious issue.

Even now it is often challenging to park outside or even near to my property particularly as school pick up / drop off times.

People with mobility issues or a disability will be negatively impacted by this if they cannot access their home easily and safely.

If access to on street parking is compromised in this way it could negatively impact the value of our property.

I think there are wider factors at play here which have contributed to the parking problems.

1. The proliferation of Air B and B 'S in the immediate area , 2 at the top of the street which attract multiple cars.

2 . The closure of the long stay car park at York station means people are parking on side streets like ours often for long periods. Recently 2 cars have parked outside my house for a week at a time.

It seems grossly unfair that local residents are inconvenienced and penalised for matters which are totally outside our control.

Hopefully some compromise can be reached, eg a reduction in the restricted area to 5m or residents parking permits .

Officer analysis and recommendation

We acknowledge the concerns raised in the petition and objections. Vehicles parking close to the junctions are obstructing access to, and visibility from, the tactile crossing points at each junction. This is also leading to pedestrians being unsighted when using the crossing points, particularly pedestrians using mobility aids and children. We acknowledge the proposed restrictions will reduce available parking, however the highway code states that vehicles should not park within 10m of a junction.

Our Waste Services team have confirmed they experience access issues on the junctions within the estate and support the introduction of the proposed restrictions. The disabled parking bay is currently an advisory bay but if the bay becomes misused by non-blue badge holders we can formalise the bay in the Traffic Regulation Order and issue Penalty Charge Notices.

Restrictions in one area will likely lead to a displacement of parking but the proposed restrictions will provide access to the junctions and increased safety for all highway users using the tactile crossing points.

Options:

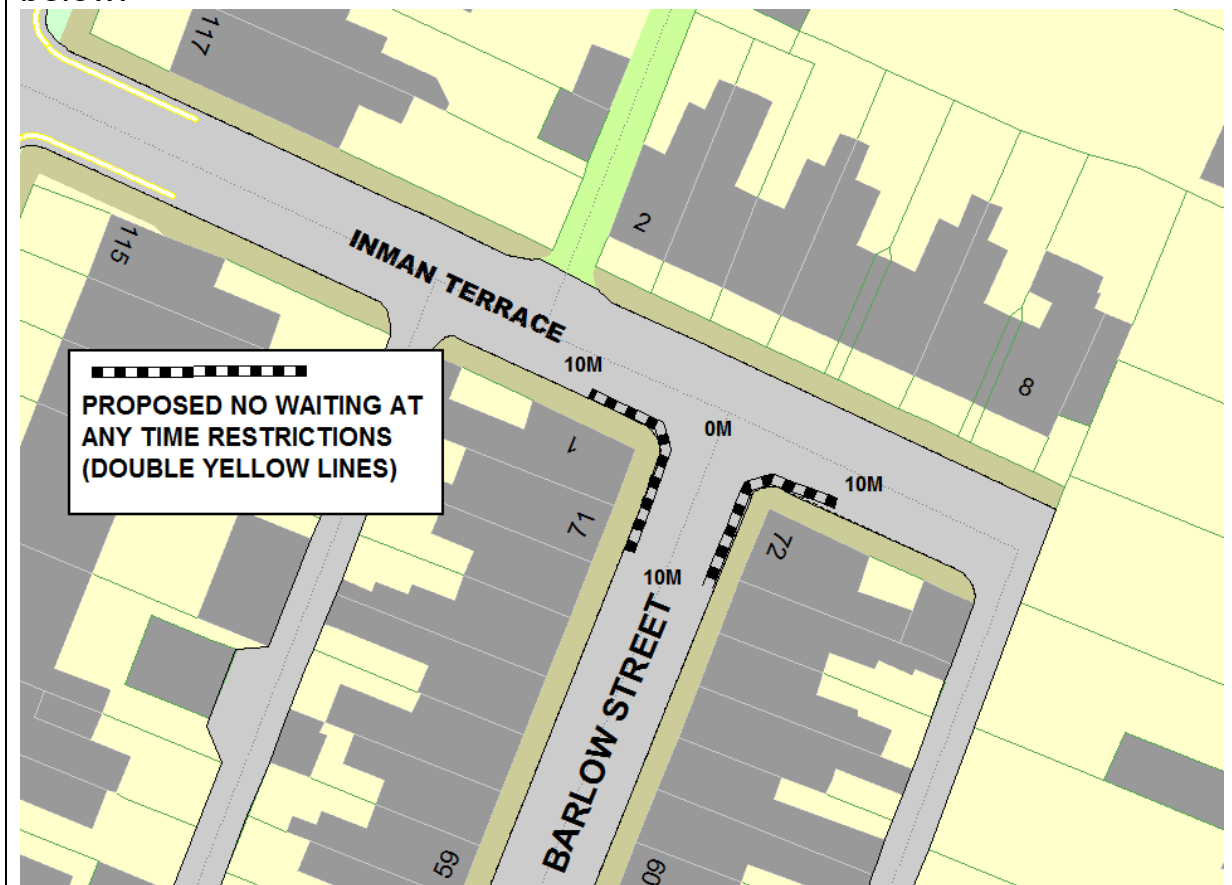
1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised of 8m at each junction - Not recommended

13**Location: Barlow Street/ Dodgson Terrace and Barlow Street/Inman Terrace****Nature of problem and plan of advertised proposal.**

Details received on file were:

Cllr. Taylor and Cllr Heaton raised the issue of vehicles parking close to the junctions and restricting visibility and occasionally access to the street. All streets are residential terraced streets with no restrictions currently in place on either junction. Dodgson Terrace and Inman Terrace lead onto Carr Lane.

We proposed to implement no waiting at any time restrictions 10m in each direction from the centreline of both junctions. Please see plans below.





Representations Received.

We received 4 objections to the proposal.

Objections:

- With regards to the above proposal, I object to above proposal in its current form.
 - Barlow Street / Dodgson Terrace is a terrace street with very busy overnight parking without enough spaces
 - The addition of double yellow lines will take away 8 parking spaces (3 outside my house) from the available parking.
 - I live at the end of the terrace and even with 'H' bar that I paid for outside my garage, I still get people blocking my garage sometimes, so obviously any loss of spaces is only going to make this worse, I have to park my car in the garage because that is the only way I can charge my EV at home
 - I agree that some cars are parked very inconsiderately on the corner outside my house on a night blocking easy access to Barlow street. A possible solution to this would be to have double yellow lines for only 5m either side of the corner on my side only (limiting the loss of parking), double yellow lines on the other side of the street will little affect as that end of Dodgson terrace is a dead end.

- i wish to object to the proposed traffic restrictions of Barlow Street/Inman Terrace and Dodgson Terrace, i have grandad duties several times a week which i need my car for, i don't get home from until around 7 pm to 8 pm ish by this time there are more often than not no parking spaces available in Barlow Street, sometimes there is a odd space at the cul de sac end of Inman that i can manage to squeeze into which would no longer be available if the proposal is passed, most of the problem i think is the properties that have two or more vehicles i know some residents have two cars and a transit van which i think is most unfair and wish something could be done about and now after receiving the letter i am very worried and stressed wondering where i will be able to park when i get home . thankyou
- Having read the notification for new parking restrictions in the above streets in Acomb I would like to put forward my concerns. If these restrictions are approved there will be at least eight (8) , if not more , less car parking spaces and the parking is at its maximum already and will cause even more frustration and aggravation amongst the residents .
It is not only the residents of the above streets that park here but residents from Carr Lane also park - due to parking restrictions on Carr Lane.
Also, how will these restrictions be enforced ? It is mainly after 18:00 hrs and Weekends that the streets are full .
I am assuming these restrictions are for the purpose of Emergency services and Refuse collections which I fully understand but they will cause aggravation and chaos.
- The aims of the proposal remain unclear as to the gains. I remain, as to previous plans in 2018, with serious reservations and therefore objections to the proposals on Barlow Street.
The loss of all proposed parking, which includes outside my property boundary will significantly reduce the number of parking spaces available to residents. As a resident I predict this to be 8-12 cars on Barlow Street/Dodgson Terrace/Inman Terrace. These cars will need to find alternative locations where I already witness Carr Lane residents parking on these roads so parking is in shortage and as previously, will add considerable stress to an already strained scenario in our neighbourhood.
If it remains necessary to impose restrictions, as a resident I believe you would see ease of say emergency services being able to travel down Barlow Street if you only restricted minimally the corner of Barlow Street into Inman terrace on one side, Dodgson

Terrace is particularly wider. Or by perhaps halving the restrictions on opposing sides.

If poor parking skills and choices are an issue, could fines or safety notifications be given to those offenders rather than restricting necessary parking for residents.

I remain grateful for the consideration of my concerns.

Officer analysis and recommendation

Vehicles parking close to the junctions are restricting visibility and accessibility for all road users. Our Waste Services team have confirmed vehicles parking within the areas of proposed restrictions do cause access issues for our refuse collection vehicles while collecting waste.

Options:

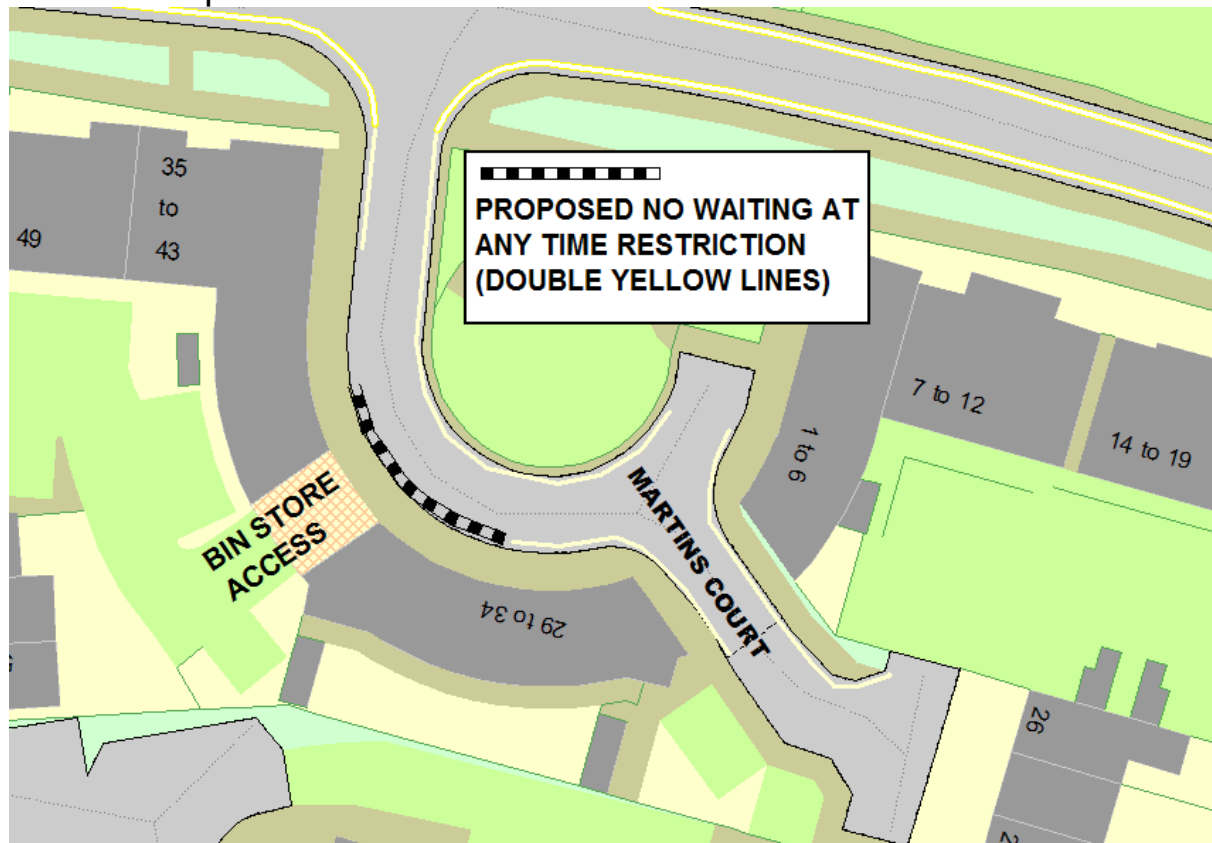
1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised of 8m at each junction- Not recommended.

14**Location: Martins Court****Nature of problem and plan of advertised proposal.**

Details received on file were:

Our Waste Services team requested further restrictions as parked vehicles are preventing them for accessing the bin store areas. Vehicles parking close to the access are restricting the available width and preventing our refuse trucks from completing their collections. We proposed to implement no waiting at any time restrictions.

Please see plan below:

**Representations Received.**

We received 1 objection to the proposal.

Objections:

- I am writing on behalf of myself and my partner, residents of ~~34~~ Martins Court, to object to the proposal of amended traffic restrictions near our property. Our grounds for objection are:
The proposed changes (Additional no waiting at any time restrictions added to Martins Court) will cause us significant negative impact to quality of life.
There has already been a huge reduction in available parking / waiting spaces in this area introduced in previous years by the addition of these kind of restrictions. This makes receiving

deliveries, having guests visit, or any kind of work done (e.g. plumber / electrician visits) difficult. Vehicles end up having to stop in inconvenient or dangerous areas blocking other cars, when perfectly good spaces can't be used because of existing restrictions. Further reducing the areas without restrictions will only make the situation worse.

Additionally, my partner Catherine has M.E. and this greatly restricts the distances she can walk without severe negative effects. Because of this she is reliant on friends and family being able to visit her, and taxi services being able to wait to pick her up in order for her to attend health appointments etc. The proposed additional restrictions will make this difficult, and provide a real risk of her being isolated.

There has also been no justification provided on why these additional restrictions are being proposed. I have lived on Martins Court for 24 years, and things worked fine without the proposed additional restrictions. I cannot see the benefits of these changes. I hope you will take the above into consideration and will reconsider this harmful amendment to traffic restrictions at Martins Court,

Officer analysis and recommendation

The proposed restriction permits the dropping off and collecting off passengers from the double yellow lines.

Our Waste Services team have confirmed the access issue remains and support the proposed restriction.

Options:

1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

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Annex J Huntington & New Earswick ward

J1

Location: Avon Drive

Nature of problem and plan of advertised proposal.

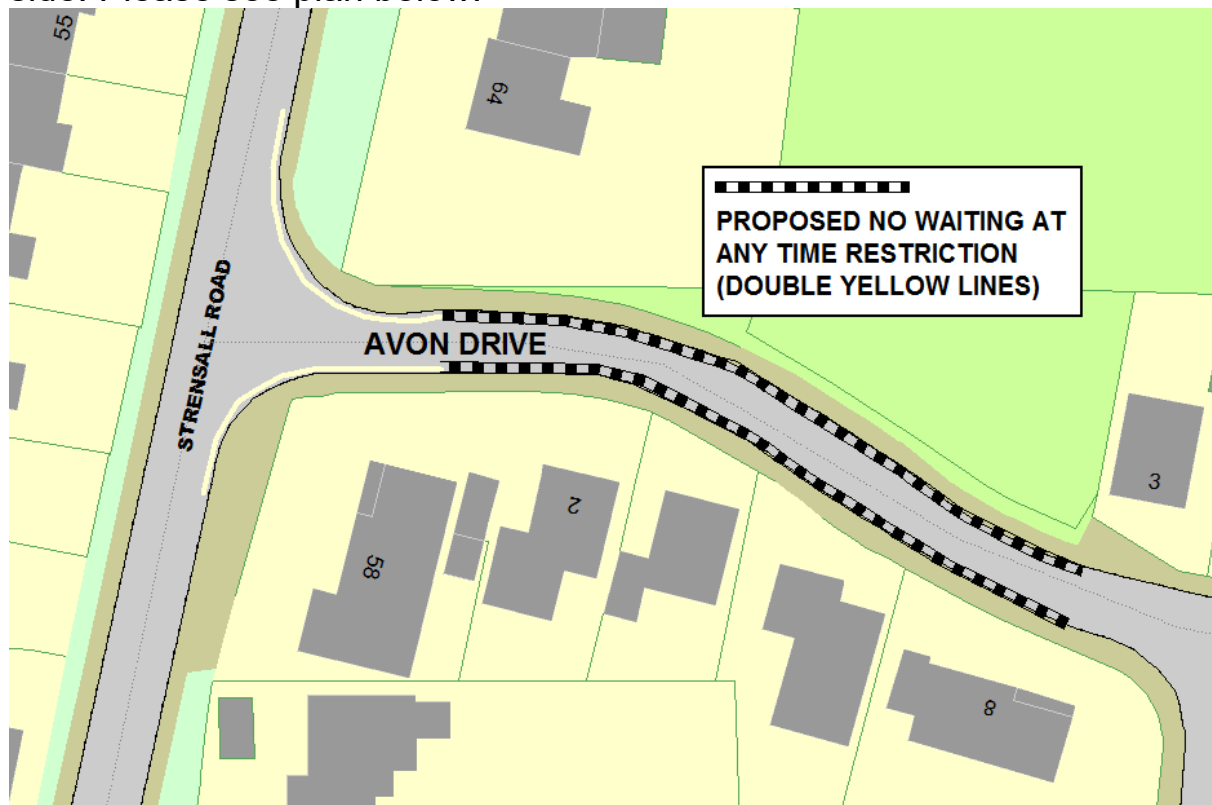
Details received on file were:

On behalf of residents Cllr. Orrell requested an extension to the existing restrictions on Avon Drive from the junction of Strensall Road. Residents stated vehicles are parking close to the junction.

To implement further restrictions on both sides of the carriageway to restrict parking and provide improved visibility on the bend and approach to the junction.

Restricting parking on the north side will lead to further parking on the south and cause vehicles to approach the bend and junction in the centre of the carriageway, and into the path of oncoming vehicles.

Three site visits have witnessed vehicles parking on the north side very close to the existing restrictions and part on the footpath of the south side. Please see plan below.



Representations Received.

We received 4 objections and 2 representations in support of the proposal.

Objections:

- This news is causing me alot of stress as im disabled and it will hinder my access to my mothers house. Mainly by the fact that

more cars will park on Strensall road which as everybody knows is a busy bus route this will cause major traffic problems at the moment there are no problems so in my eyes if it isn't broke why try to fix it. Leave the road as it is so im able to park outside my mothers as required there is no need to put double yellow lines 200 meters up the road.

- My partner and i visit his mother a lot on Avon drive and my partner is disabled and has really bad mobility. The problem arises when it comes to parking and the visibility and access to the house because if the lines go ahead people will just park on Strensall road which will cause more problems. At the moment there is no problems with parking and access so why change it.
- The proposed parking restrictions on Avon Drive which I am objecting to. I have visitors and family who live away from York and drive to my home. If these restrictions go ahead there will be nowhere for them to park.
- after a lot of thought about parking out side my hause why should my friends and family not be able to park out side my hause. Because of a few that use the church why not address that and then tell the people who have started this how would they like it if you can not park out side your own.

In support:

- I would like to say that I am in full support of the double yellow lines being extended in Avon Drive. Vans are regularly parked where the existing lines finish, resulting in restricted traffic flow in and out of Avon Drive, I also regularly struggle to get on and off of my driveway due to inconsiderate parking.
- As a resident of Avon Drive, I agree with the proposed parking restrictions as it will only impact me in a positive way. However, I do think the restrictions applied across the residents (No's 2, 4, 6 and 8 Avon Drive) frontages is not 100% necessary and will annoy those residents. The existing lines on the southern side of Avon Drive only need to be extended as far east along Avon Drive to the first drop curb.

I hope you read and understood my concerns and request that the yellow lines south of Avon Drive on Strensall Road should be extended as well to prevent residents at No's 45, 47 and now 39 parking their vehiceles fully on the pavement of that corner, thus making exiting Avon Drive north on to Strensall Road very difficult and dangerous. As an example I have attached several photos of

today's (November 6th) Illegal/Antisocial parking by residents at No .. Strensall Road.



Officer analysis and recommendation

Reducing the proposed restrictions on the south side of Avon Drive will not improve the current issue of vehicles rounding the bends in the centre of the carriageway and into conflict with vehicles travelling in the opposite direction.

Blue badge holders can park on double yellow lines for upto 3 hours providing they are not causing an obstruction.

The vehicle in the image above is parked behind the existing double yellow lines and is an enforceable offence. This should be reported to our Parking Hotline.

Options:

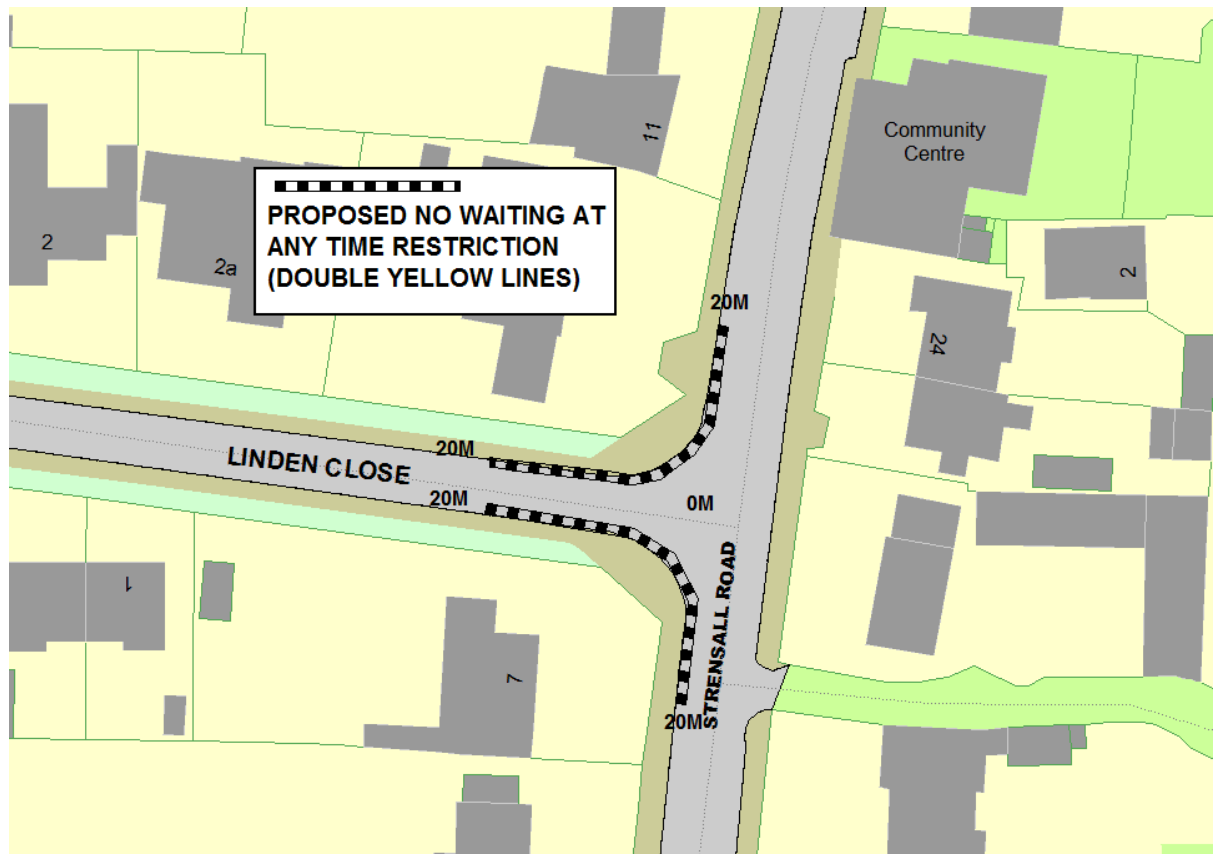
1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

J2**Location: Linden Close/ Strensall Road****Nature of problem and plan of advertised proposal.**

Details received on file were:

An issue of vehicles parking close to the junction leading to vehicles approaching the junction in the centre of the carriageway and restricted visibility when using the junction.

We proposed to implement no waiting at any time restrictions for 20m in each direction from the projected centre line of the junction, as per plan below:

**Representations Received.**

We received 1 objection to the proposed restriction.

Objection:

- I would like to object to the double yellow lines proposed to be put around outside my property. The reason is that on occasion it is required that family drop off my daughter outside the property and the driveway is narrow causing a risk if they pull in (also the road is busy and emerging from the driveway can be hard for them). Around the corner of my property on Linden close, it is a convenient and safe place to park away from the corner down the side of my property for visitors, which means people are not parked outside my neighbours addresses.

In the 3 years I have been here, noone has parked outside my house on strensall road and there have been no issues parking on linden close. I therefore do not see the need for this addition of double yellow lines.

Officer analysis and recommendation

The proposed restriction will provide clear sightlines when exiting the junction. There will be a large section of unrestricted carriageway available on Linden Close and Strensall Road which will not obstruct visibility when using the junction.

Options:

1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

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Annex K

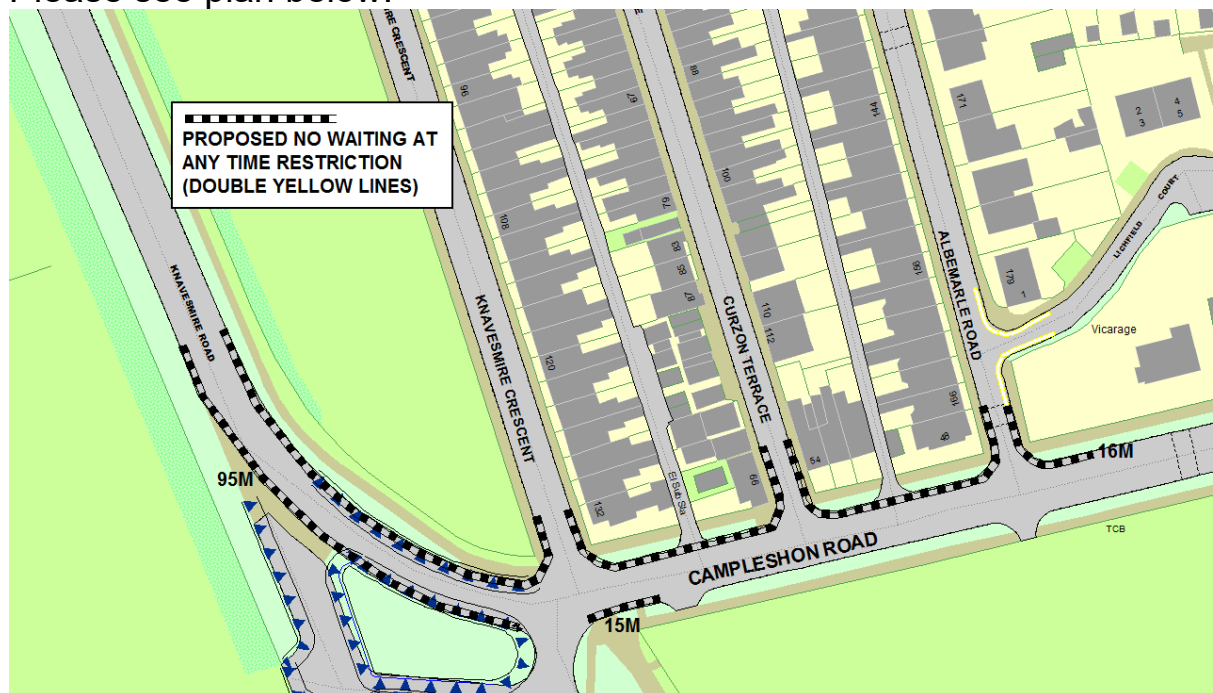
Micklegate ward

K1**Location: Albemarle Road/ Curzon Terrace/ Knavesmire Crescent/ Campleshon Road and Knavesmire Road.****Nature of problem and plan of advertised proposal.**

Details received on file were:

an issue of vehicles parking close to the junctions and restricting visibility when exiting the junctions and approaching in the centre of the carriageway. We have received further reports of vehicles parking on the bend of Campleshon Road/Knavesmire Road restricting visibility of oncoming vehicles and approaching in the centre of the carriageway. Albemarle Road and Curzon Terrace have narrow junction entrances. Knavesmire Road is heavily parked with commuter vehicles during work hours. All roads and streets are in very close proximity to the racecourse and experience additional parking pressures close to the junctions during race days.

There are currently no restrictions in place on the south side of Campleshon Road. Residents can park in this area and the restrictions will improve the visibility issues and remove the issue of vehicles approaching the junctions and bend in the centre of the carriageways. Please see plan below.

**Representations Received.**

We received 2 objections and 2 representations in support of the proposal.

Objections:

- I would like to object to the notice of proposal specifically and only relating to the "No Waiting at anytime" restrictions , outside of 50,

52 & 54 Campleshon Road and down the side of Curzon Terrace adjoining our house.

Our Neighbours have very young families and for us all to have to cross to the other side of the road is dangerous , as this would be the only option left to park.

The parking down Curzon Terrace is completely full and on the weekend the opposite side of the road to our house is full of parked cars and camper vans for most of the day .

We have lived here for 9 years and there has never been any incident or accidents, but by having to cross the road to unload the car or for our neighbours children to cross their undoubtedly would be.

Despite to 20 mph speed limit cars come around the bend from Knavesmire road exceeding this limit and its dangerous.

I agree with the Knavesmire Road restrictions as they make absolute sense and the part of Campleshon Road, from Knavesmire Crescent to Curzon Terrace .

If you could please review the restrictions from Curzon Terrace to Albermarle Road then I would be grateful.

If you have to have restrictions on Campleshon Road, it makes more sense to have them on the opposite side of Campleshon Road to our house. The city tour bus parks there and cars always block the bus stop.

Another suggestion is permit parking, which we would be very happy with.

- We are contacting you concerning the proposed amendments to the traffic regulation order (no 14/68) for the proposed "no waiting at any time restriction" (double yellow lines) at the area of Knavesmire York, Campleshon Road, YO231EY. At Campleshon Road where you have proposed to place the double yellow lines, there is currently a road for bicycles (white lines) so that bicycles can drive safely considering the turning of the road and the traffic of the area. Many people use these lines when cycling — which is important considering the environmental friendly approach of mobility as well as other benefits. My children use this bicycle lines to go to school with their bicycles. We and many others also use this path, and may be very helpful to avoid accidents (please see attached). If the current lines will be replaced with double yellow lines, this may make it unsafe for those who are cycling to go to their destination. This may cause serious accidents, which may be why the bicycle lines were placed at the position they are currently. Thus, we object the proposed amendments. We kindly request to consider canceling the proposed "no waiting at any time

restriction" in the specific area, and to make no changes to the current lines so that to ensure safety for those who are cycling. We ask you to consider our concern, as the replacement of the cycling lines may cause significant accidents.

In support:

- Overall, we will support these proposed changes as they will address problem parking and help keep bus routes etc clear. We are not in favour of prohibiting parking on Knavesmire Road, so pleased to see this is not include which we had thought it might be. We will submit our representations to the appropriate address. Our concerns are really about the wider policies of the council which we think will further displace parking to the periphery of the city – i.e. Knavesmire Road and Racecourse Road. The parking on Racecourse Road has been used by our conference & event guests for many years, and we foresee the possibility of this becoming overrun with commuters and motorhomes. I appreciate these policies are driven by the elected members and not the council officers and we will be writing to them raising our concerns.
- I am writing in support of these double yellow lines as a resident of Curzon Terrace.

I would like to request that you also add yellow lines at the other end of Curzon Terrace. The road there blends from Queen Victoria Street into Knavesmire Crescent and is a blind bend pulling out in a car from Curzon Terrace is cars are parked too close to the corners. It is particularly difficult on a bike turning right and a lot of bikes also use that more main road. There is a bus stop near by, a cross roads, shops and a bus stop.

Cllr. Crawshaw, on behalf of residents, has reported instances of rail replacement coaches parking on the bend of Knavesmire Road/ Campleshon Road leading to vehicles being unable to proceed. This has been reported Network Rail and the rail replacement service providers who have committed to discussing this with their drivers to discourage this from continuing.

Officer analysis and recommendation

The introduction of the restrictions will remove any parking on the bend of Knavesmire Road/ Campleshon Road. A lesser restriction between Curzon Terrace and Albermarle Road of 10m in each direction would only provide parking for one vehicle due to the alleyway at the rear of the properties. Parking close to the junctions is leading to restricted visibility when accessing and exiting the junctions.

The proposed restriction would not remove the cycle lane as the cycle lane would remain, and with no vehicles parked within it.

Options:

1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

K2**Location: Queens Staith****Nature of problem and plan of advertised proposal.**

Details received on file were:

Residents and our Parking Services team have requested we consider revoking the existing restrictions and replacing them with no waiting at any time due to vehicles parking in an evening restricting access to the carriageway section and wharf area of Queens Staith.

The Queens Hotel, Woodsmill Quay apartment and the York Sea Cadets buildings are adjacent to the current restrictions.

The current timed restriction is no waiting 8am to 6pm. Due to the proximity with the city centre this is leading to high volumes of parking in an evening.

Plan of proposed restrictions below:

**Representations Received.**

We received 8 objections to the proposal.

Objections:

- We refer to your letter dated 31/10/2025, with an attached Notice of Proposals, which was issued to some of the affected businesses covered by the proposed amendments to the traffic regulation order. We represent Stonegate Group, who lease and operate the public house which trades as the Tank & Paddle public house at Merchant Exchange, York, YO1 6DD. Our clients do not appear to have received any direct communication from you, despite their business

being directly affected by the proposed amendments to the traffic regulations order. They were very recently passed a copy of your letter by another local York business who had been notified. It is noted that your letter and attached Notice of Proposals give until 21/11/2025 for any representations to be made.

Our client wishes to object to the proposed amendments to the traffic regulation order concerning item 1

(i) as listed on the accompanying Notice of Proposals dated 31/10/2025, which affects Queens Staith Road on both sides. The proposed amendments to the traffic regulations order would remove the current 'No Waiting' 8am-6pm restriction within Queens Staith Road and replace it with 'No Waiting at any time' restrictions.

Our client's business is dependent upon servicing and deliveries from within Queens Staith Road, using the northern side of this road to do so. Our client's business has no other way of servicing their business.

It would be impossible to service their business from its main entrance fronting Bridge Street, given the existing 'No waiting at any time' restrictions already in place on Bridge Street and the heavily trafficked nature of Bridge Street; together with the importance of keeping their main customer entrance free from servicing and deliveries conflicts. Using Queens Staith Road to service their business from the rear is the only other option available to our client.

The proposed amendments to the traffic regulation order to impose 'No waiting at any time' restrictions upon Queens Staith Road would effectively prevent our client being able to service their business entirely and there would be no other option available to service their business.

The implementation of the proposed amendments to the traffic regulation order would have severe implications for the ability of our client to trade their business. Servicing and deliveries are obviously critically important elements in the operation of their business. If the City of York Council were to prevent our client being able to service their business with these proposed amendments to the traffic regulations order, the Council would effectively be forcing our client to close their public house business.

The City of York Local Plan 2017 – 2033, adopted 27/02/2025, includes strategic Policy DP1: York Sub Area, which aims to ensure that York fulfils its role as a key economic driver within the

York, North Yorkshire and the East Riding area. This strategic policy also aims to ensure that York City Centre's role as a shopping and leisure destination within the wider Yorkshire and Humber area is strengthened.

Policy SS3 of the City of York Local Plan 2017 – 2033 adds that York City Centre is the economic, social and cultural heart of York, which is vital to the character and future economic success of the wider city. It would be counterproductive for the City of York Council to undermine the economic and social contribution of our client's business within York City Centre by effectively denying our client any way of servicing their business.

Our client's business is also located within a statutory listed building. The continued trading of our client's business facilitates the continuing beneficial and sympathetic use of these listed premises, which allows public access into these listed premises and directly contributes to their continuing upkeep and maintenance. Furthermore, the continued trading of our client's business adds to and enhances the vitality and pedestrian footfall within the local street scene and York City Centre in general. Our client's business provides an established and valued public house social and community leisure facility within York City Centre, that also provides direct and indirect employment and generates local economic activity. In order to remain economically operational, our client's business needs suitable servicing arrangements.

During the continuing difficult economic climate, post pandemic and during the current cost of living crisis for its customers and staff, our client's business has suffered from lost revenue and a highly challenging trading environment. Both full and part-time staff are employed at our client's business and are reliant on it for their income. Any continued drop in sales will affect the ability of our client's business to maintain current staff levels.

It is important that our client's business is not now further challenged by inappropriate and draconian restrictions on properly servicing their business, thereby subsequently further affecting the viability of our client's business, to the detriment of the continued economic vitality of this public house. The City of York Council should instead use its best efforts to support the recovery of their own hospitality and leisure sector in this regard, not subject it to further unnecessary challenges to its economic survival.

If you need any clarification of the above comments or require any further information, please do not hesitate to contact us.

- I am writing on behalf of The Queens Hotel, York, to object to the proposed amendments to the Traffic Regulation Order (No. 14/68) 2025, which include introducing “No Waiting at Any Time” (double yellow line) restrictions along Queens Staith Road, as outlined in the Notice of Proposals dated 31 October 2025.

At present, Queens Staith Road operates under single yellow line restrictions (No Waiting 8am–6pm), which provide a sensible balance between traffic management and essential business access. We respectfully request that this existing arrangement be retained, rather than replaced with double yellow lines.

The current system works effectively and allows for:

Guest Check-in and Luggage Drop-off

Many of our guests arrive by car or taxi and need to stop to check in and unload luggage. The existing single yellow line enables this outside restricted hours without causing congestion or safety issues. A 24-hour “No Waiting” restriction would prevent these short-term drop-offs, causing significant inconvenience for guests—particularly those with mobility issues or families with children.

Coach Access and Group Arrivals

The Queens Hotel frequently accommodates group tours that arrive by coach and the majority of these tours are for senior citizens often with mobility issues. These coaches require short-term stopping space on Queens Staith Road to safely drop off and collect passengers and luggage. The proposed restrictions would remove this ability entirely, discouraging group travel and directly impacting York’s tourism sector.

Deliveries and Servicing

Regular deliveries—including linen, food supplies, and maintenance—are made via Queens Staith Road. The current single yellow line restriction provides sufficient flexibility for safe unloading at suitable times. Removing this access would cause operational challenges and could force suppliers to unload unsafely or at distant locations.

Economic Hardship and Wider Impact

The Queens Hotel is a long-established local business contributing to York’s tourism economy and local employment. The proposed restrictions would create unnecessary hardship by limiting guest access and increasing logistical difficulties for essential services. At a time when many hospitality businesses are already facing rising costs and reduced margins, further operational restrictions

could have a serious financial impact—not only on our hotel but also on the surrounding visitor economy that relies on accessibility and convenience.

In summary, the existing single yellow line restriction provides a practical and balanced solution that supports both road safety and local business needs. We therefore strongly oppose the introduction of double yellow lines and request that the current single yellow restriction on Queens Staith Road be retained as it is. We send a number of coaches to this hotel, with often elderly customers who would struggle if the coaches were not able to drop off/pick up where they currently do. Coaches as mode of transport reduce traffic as much as 95% with up to 50 passengers on a single vehicle, versus 50 customers in 25 cars for example. Coaches should be encouraged as a positive contribution to the visitor economy when the alternative is to have many more vehicles causing issues instead.

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- We wish to object to plans to put yellow lines around the Queens Hotel and the surrounding areas.

In our industry, we find that the majority of our customers are elderly and have mobility issues. For this reason, we find that it is essential that we book hotels that have a drop off and pick up point. Without this, we will find that people will be put off to book on the tours and it will seriously impact the already dwindling numbers that travel on coach holidays. We feel that we should be encouraging travel on coach holidays instead of people travelling individually by cars to help with the environment. We find that hotels are normally given some leeway for coaches and deliveries.

We sincerely hope that you will give the hotel your sympathetic consideration on this matter and to help them continue with the good customer relations.

- I am writing on behalf of Arvonias Coaches Ltd to formally object to the proposed introduction of “No Waiting at Any Time” (double yellow line) restrictions along Queen’s Staith Road, as detailed in the Notice of Proposals dated 31 October 2025.

Our company has been operating group tours to York for many years, with The Queen’s Hotel being one of our most popular and long-standing partner hotels. The current arrangements on Queen’s Staith Road are essential, as they allow coaches to safely drop off and collect passengers without causing obstruction or congestion.

The proposed introduction of double yellow lines would remove this vital facility and have a significant negative impact on our operations. A large proportion of our passengers are elderly and many have reduced mobility. These individuals rely on being able to board and alight the coach directly outside the hotel entrance, where assistance with luggage can be provided by both our drivers and hotel staff.

If coaches are unable to stop outside the hotel, passengers would be required to walk considerable distances with their luggage, which in many cases would not be possible. This would make The Queen’s Hotel unsuitable for a large number of our customers and could ultimately prevent us and other operators from including York in our touring programmes.

In addition to the accessibility concerns, there are also important safety implications to consider. Encouraging passengers to embark or disembark further away from the hotel could lead to increased pedestrian movement in busy traffic areas and pose risks, particularly for elderly or less mobile passengers. The current arrangement allows for safe, controlled boarding directly adjacent to the hotel entrance, which is far safer and more practical.

From an operational perspective, there are also limitations on where a 13-metre touring coach can safely manoeuvre and stop within the city centre. The space outside The Queen’s Hotel provides one of the few suitable locations that allows for this without causing disruption to other road users.

Finally, York’s visitor economy benefits significantly from group travel, particularly from senior travellers who often arrive by coach. Making hotel access more difficult for this market risks discouraging future group visits, which would have a negative

economic impact not only on The Queen's Hotel but also on surrounding restaurants, attractions, and retail businesses that rely on this trade.

We respectfully request that the Council reconsider these proposals and retain the existing single yellow line restriction (No Waiting 8am to 6pm), which provides an appropriate and balanced solution that supports both traffic management and essential hotel access.

Thank you for your attention to this matter.

- I am writing to you on behalf of G-Line Holidays Ltd, of Lytham St Annes Lancashire to support the Queens Hotel in York, and raise an objection to the proposed amendments to the Traffic Regulation Order (No. 14/68) 2025, which include introducing "No Waiting at Any Time" (double yellow line) restrictions along Queens Staith Road, as outlined in the Notice of Proposals sent to the Queens Hotel York dated 31 October 2025.

We send coach after coach to the Queen Hotel throughout the year and have done for as long as I can remember, which provides the City of York what I hope is... much valued Tourists!

At present and for as long as I can remember, Queens Staith Road operates under single yellow line restrictions (No Waiting 8am–6pm), which in my own humble opinion offers a sensible balance between essential business access and managing the flow of traffic, and therefore, we support the views of the Queens Hotel York, and respectfully request that this existing arrangement be retained, rather than replaced with double yellow lines.

Quite simply, and as is the case with every tour operator, upon reaching the hotel, we require somewhere to stop, alight these tourists and unload their luggage. The existing single yellow line enables this (outside restricted hours), and it does so without causing congestion or concerns to safety. The proposed 24-hour "No Waiting" restriction would prevent these short-term drop-offs and cause significant inconvenience for the many senior citizens we transit, who more often than not, are afflicted with mobility issues.

I am sure you are already well aware of the benefits of coach tourism, and the fact 40 people arriving on-board one coach is much more environmentally friendly than 40 people arriving in 20 cars... I assume this is why York is listed as a 'Coach Friendly' location, and as such offers ample parking options for coaches! However, when visiting a hotel with less mobile pensioners, or indeed with school's or families with younger children, our coaches also require a short-term stopping space close to the hotel in order

to safely drop off and collect passengers and luggage, before moving onto the coach park.

In summary, the proposed restrictions would remove our ability to drop off and collect passengers entirely, which would subsequently force a re-think about visiting York for overnight stays, which and subsequently, this would discourage group travel and directly impact York's tourism sector.

We therefore strongly oppose the introduction of double yellow lines and request that the current single yellow restriction on Queens Staith Road be retained as it is.

Thank you in advance for your consideration.

- I volunteer with York Rescue Boat, I am a member of our leadership team.

You may be aware that we position our marked vehicle on Queen's Staith as part of our routine, high visibility patrols on the river each Friday and Saturday night. We use this vehicle as a command point, but also for our crew welfare. In addition, our volunteer crew use Queen's Staith to park their personal vehicles during the shift (18:00 thru 02:00).

We have always had a good relationship with CYC's parking team when we respond to emergency call outs (68 calls so far this year!). We park where we need to, we display an "On Call" sign and we have never received a PCN, even during long searches. But this change to Queen's Staith would cause us significant operational challenges every week during routine shifts.

We can't ask our volunteers to pay to park elsewhere, as this will prevent many from being able to attend. Furthermore, volunteers walking to retrieve their vehicles in the early hours would cause us potential risks to their safety and wellbeing.

We are really keen to feed our position into the consultation and I am really hoping that you can assist us with this? I am sure that we can find a long term solution that works for YRB and CYC.

I don't need to lay it on too thick, but we provide a really valuable service to York which is entirely fuelled by the passion and engagement of our team, who are all volunteers. No one at YRB receives a salary. We were out last night in the early hours for a "life saved" rescue. Introducing these new restrictions on Queen's Staith, will have a significant impact on our service unless we are offered some sort of derogation for routine shifts.

- We have been informed by the Queens Hotel in York, that you have sent them a letter with regards to the proposal of replacing single yellow lines with double yellow lines on Queens Staith Road, i.e. proposed amendments to the Traffic Regulation Order

(No. 14/68) 2025, which we, on behalf of the Queens Hotel and numerous coach operators and tour wholesalers throughout the UK, strongly object to. At present, Queens Staith Road operates under single yellow line restrictions (no waiting 8am–6pm), which provides a sensible balance between traffic management and essential business access, so we ask for this existing arrangement to be retained, rather than replaced with double yellow lines. We, along with many other coach operators and wholesalers, operate numerous coach tours to the Queens Hotel which all bring in very valuable tourism income for the City of York. The introduction of double yellow lines could completely devastate the hotel's business and dramatically reduce their income, along with the city's income as well, plus make groups reconsider placing their tours at this hotel as double yellow lines would stop all coaches being able to drop-off at and pick-up from the hotel, whereas single yellow lines would allow all coaches to do this safely and effectively, just as they have done for many years. It is absolutely essential that all coaches are able to drop-off and pick-up as they currently do, whether it is with luggage on their arrival or departure days or whilst staying at the hotel and going out or returning from a day trip, as the vast majority of coach passengers are retired (some in their 80's and 90's) and some also have disabilities, so this is the only way they can be dropped off and picked up safely from this hotel. The existing single yellow line restriction provides a practical and balanced solution that supports both road safety and essential local business needs, so we strongly oppose the introduction of double yellow lines and request that the current single yellow restriction on Queens Staith Road be retained as it is.

Officer analysis and recommendation

The proposed restriction would not prevent legitimate operational activity for the hotel or public house at this location. Loading/unloading of deliveries, the boarding and alighting of passengers, including coach drop-off and pick-up, remains permitted on double yellow lines where the activity is continuous, and therefore the needs of the Queens Hotel and coach operators can still be accommodated. Blue Badge holders also retain the ability to park on double yellow lines for up to three hours where it is safe to do so and no loading restrictions apply, ensuring that accessibility for disabled visitors is maintained. In practice, the removal of long-stay evening parking is likely to improve conditions by increasing available space and reducing obstruction, making manoeuvring and short-duration stopping easier for all users, including those with mobility needs. It will also support improved access for emergency and service

vehicles in what is a constrained riverside environment. Dedicated alternative provision for coaches is available at St George's Field coach park, approximately 1 mile away, where parking is free between 6pm and 8am, meaning longer-duration parking can be accommodated off-site without impacting access on the Staith. In relation to York Rescue Boat, we recognise the value of their service and would be supportive of facilitating their operational requirements through the use of our existing parking waiver system or similar arrangements for designated vehicles. Overall, reducing the volume of parked vehicles on the Staith would create a safer, more accessible and better-managed space for all users.

Options:

1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

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Annex L Rawcliffe & Clifton Without ward

L1

Location: Eastholme Drive

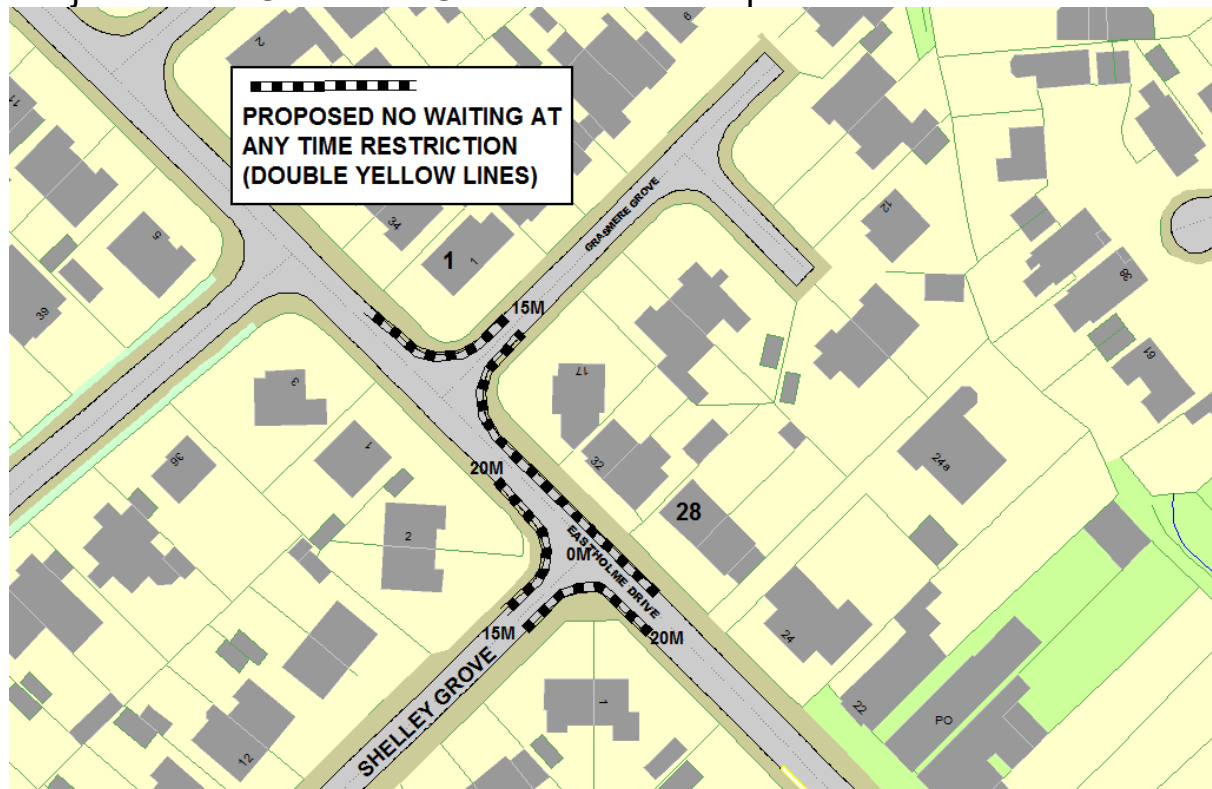
Nature of problem and plan of advertised proposal.

Details received on file were:

An issue of vehicles parking close to, and opposite the junction of Shelley Grove, leading to restricted visibility and approaching the junction in the centre of the carriageway.

There are two small businesses opposite the junction of Shelley Grove. A hair salon and gentlemen's barbers. Vehicles parking in front of these businesses is leading to vehicles proceeding in the centre of the carriageway of Eastholme Drive. Vehicles parking close to the junction on Shelley Grove are also causing the same issue for vehicles approaching the junction.

We proposed to implement no waiting at any time restrictions, to include the junction of Grasmere Grove. Please see plan below.



Representations Received.

We received 3 objections and 1 representation in support of the proposal.

Objections:

- I am writing to strongly object to the proposal to install double yellow lines directly outside my property.

This decision will have a serious negative impact on local residents and businesses. I live at this address and rely on this space for parking, removing it will make it almost impossible for me, and others who live nearby, to park anywhere close to our homes. In addition, there is an active business located directly beneath my flat, which regularly has customers parking outside. If these spaces are removed, it will directly harm the business, discourage visitors, and cause unnecessary disruption to daily trade.

Introducing double yellow lines here will not solve any problems, it will simply push vehicles onto the already overcrowded neighbouring residential streets. This will inevitably cause tension among residents, more complaints, and greater inconvenience for everyone involved.

Frankly, this proposal will create far more issues than it could ever hope to resolve. I urge the council to reconsider this plan and instead consult with residents and local businesses to find a more practical and balanced solution that supports those of us who live and work here.

I look forward to your response and a reconsideration of this decision.

- I am writing to strongly object to the proposed installation of double yellow lines directly outside my business Salon No.32 premises at 32 Eastholme Drive

I own and operate a salon at this location, and the ability for my clients to park nearby is essential for the day-to-day running of my business. Many of my clients drive here for their appointments including elderly customers and those with mobility difficulties and the removal of nearby parking will make it extremely difficult, if not impossible, for them to attend their appointments.

The proposed changes will not only inconvenience residents, but will also have a direct and damaging impact on local businesses like mine. It will deter clients from visiting, reduce accessibility, and ultimately threaten the livelihood of small business owners who are contributing positively to the local economy.

Furthermore, removing these spaces will only push vehicles into neighbouring residential streets, causing further congestion and frustration for surrounding residents an outcome that benefits no one.

I urge the council to reconsider this proposal and to consult properly with local residents and business owners before taking any action that will have such wide-ranging negative effects.

Thank you for your attention and understanding.

- I'd like to appeal against the double yellow lines being placed on Eastholme Drive outside of the hairdressers. My reasoning is that no thought has been taken into account regarding residents who live where it'll effect. I have 4 children and will struggle with parking elsewhere, getting them in and out of the car with buggies, shopping, bags and so on.
It will just effect streets around and will make other streets more busy if these were placed making other residents unhappy.
I hope this is taken into account.

In support:

- Shelley Grove residents have been asking for yellow line parking retractions for a number of years
Sometimes the parking on the corner of the grove is terrible causing cars not being able to access the grove
So well done for addressing this problem

Officer analysis and recommendation

The proposed restrictions will displace the parking but will remove parking close to, and opposite the junctions.

We have also received further requests to consider implementing restrictions on other junctions on Eastholme Drive.

Options:

1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

L2**Location: Tatton Close/ Arlington Road****Nature of problem and plan of advertised proposal.**

Details received on file were:

An issue of vehicles parking close to the junction of Tatton Close and on the bend of Arlington Road, leading to restricted visibility and vehicles rounding the bend in the path of oncoming vehicles.

Tatton Close and Arlington Road are residential streets with all properties having off street parking for a minimum of two vehicles.

There is a sharp bend when travelling along Arlington Road that is intersected with the junction of Tatton Close.

We proposed to implement no waiting at any time restrictions on the bend of Arlington Road and junction of Tatton Close to improve visibility on the bend and exiting the junction.

Please see plan below:

**Representations Received.**

We received 2 objections to the proposed restriction.

Objections:

- We are writing on behalf of our family to strongly object to the proposal to install double yellow “no waiting” lines outside our property at .. Arlington Road and Tatton Close. Our family has lived here since the estate was built over 25 years ago, and we firmly believe that this proposal is unjustified, disproportionate and will have a significant negative impact on our home and daily life.

1. No evidence of safety issues in 25 years In the entire 25 years our family has lived here, parking outside the property has never caused safety problems, restricted access or resulted in any incidents. Vehicles have always been parked responsibly, and the bend has never created a hazard. The proposal lacks any evidence-based justification.

2. Unfair and selective application of restrictions It is unacceptable that only our small section of the estate is being targeted for yellow lines when identical road layouts elsewhere are not included. This selective approach appears arbitrary and unfair, disproportionately affecting our home without any reasonable explanation.

3. Direct negative impact on property value and essential access Introducing double yellow lines outside our property will materially affect the value and desirability of our home. The ability for residents and visitors—especially those with mobility issues—to park safely and conveniently near the property is essential. Removing this option would place a significant and unnecessary burden on our household.

4. Proposed lines fail to address the actual safety concerns If the intention is genuinely to improve safety, it is concerning that no restrictions are proposed near the junction, where visibility is genuinely more limited. Targeting an area where no issues have ever existed, while ignoring a location where restrictions would be far more appropriate, undermines the credibility of the proposal. Given these points, we strongly request that the Council withdraw or reconsider the proposed restrictions. We expect a transparent, evidence-led explanation for why our part of the estate has been singled out and we request meaningful engagement with residents before any decision is made.

- Thank you for your notice of proposals for the introduction of traffic restrictions on Arlington Road.

I am an owner and resident of .. Arlington Road and would like to request an amendment to the proposed restrictions.

Whilst I understand the reasons for restricting parking on the suggested stretch of road, this will cause us inconvenience as we would need to have visitors park down the road rather than cars being able to be parked outside the house within view.

We have had recent incidences locally of cars being vandalised and broken into, and therefore leaving cars down the road out of sight poses a security risk.

With this in mind, we would request that the 'No waiting at any time' restriction be amended to finish on the north side of Arlington Road at the projected northern property boundary line of 7

Arlington Road, therefore excluding our property from the 'No waiting at any time' zone on the north side of Arlington Road.

Officer analysis and recommendation

Any parking on this bend is leading to vehicles approaching each other in the centre of the carriageway. Visibility is restricted when approaching the bend and the proposed restriction will increase visibility for all road users. One of the representations received accepts restrictions are required in this location. However, the lesser restriction requested will not improve the visibility sight lines.

Options:

1. Implement as Advertised- **Recommended**
2. Take no further action-Not recommended
3. Implement a lesser restriction than advertised- Not recommended

Annex M

Rural West ward

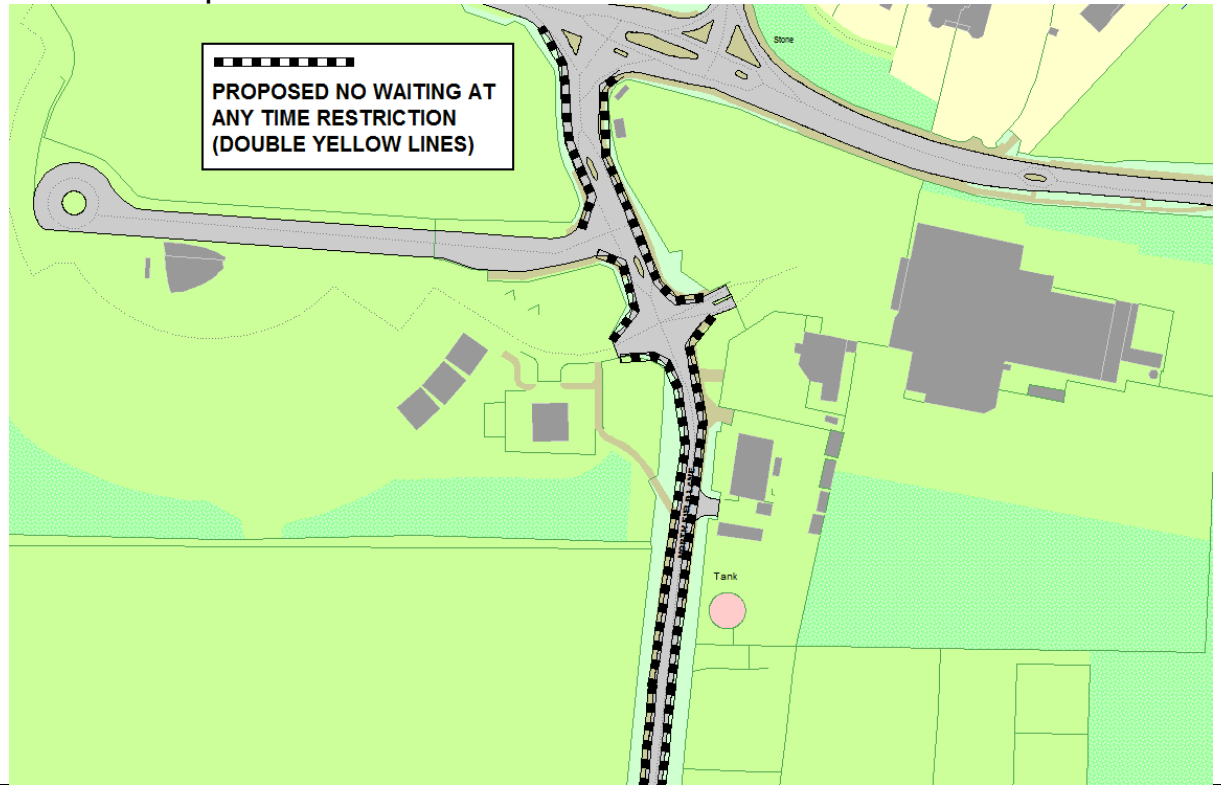
M1**Location: Northfield Lane, Upper Poppleton****Nature of problem and plan of advertised proposal.**

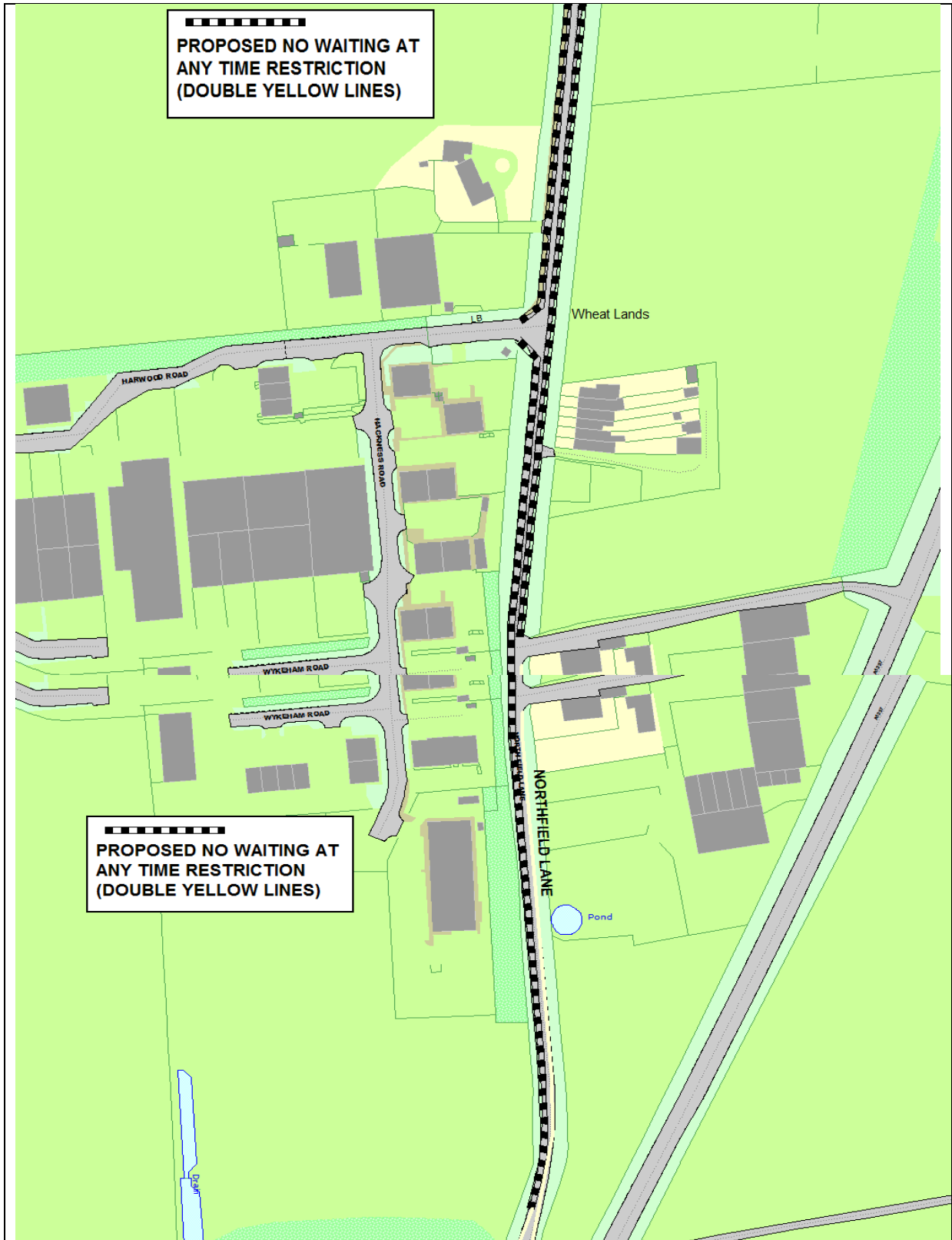
Details received on file were:

Highway officers requested restrictions to prevent obstructive parking following the completion of the community woodland. The community woodland is accessed from Northfield Lane and B1224. This has led to obstructive parking on Northfield Lane.

We proposed to implement no waiting at any time restrictions to the full length of Northfield Lane.

Please see plan below:





Representations Received.

We received 7 objections to the proposed restrictions.

Objections:

- I wrote to you last week, and tried to phone you for more information, regarding the above. Some of our concern was that

you didn't tell us why you think it is necessary to have such a draconian blanket ban along the whole of Northfield Lane. We are away for much of the time between now and the deadline you gave us, so we have to register this today as an objection.

Having conferred with our neighbours, we generally would support parking restrictions ONLY between Northminster Business Park and the A59, because of the number of heavy lorries that use that stretch and who have been seen to park across the pavement while they look at their phones or have their lunch.

Beyond that, we cannot see any justification at all for extending any kind of parking ban past our homes in the six houses. Given that we have very limited parking spaces in front of our houses that are filled to capacity by the residents at most times, it is totally unacceptable for a council to effectively try to prevent parking within a quarter of a mile in any direction of our homes.

- We are entitled to have visitors and for them to have somewhere to park their cars. It was agreed with the City Council about three years ago that the double yellow lines outside the entrance to Northminster Business Park would stop short of our houses for exactly that reason. See attached photo.

- We need to get deliveries from supermarkets, mail vans, delivery lorries, some of whom need to stop for extended times - how can they do that with double yellow lines?

- We are entitled to have workmen carrying out repairs to our houses, also for any other local services etc. Where are their vans or lorries supposed to park?

- There has never been any traffic or parking issues, or accidents, on our part of the road, so there cannot be any safety issues involved. Indeed, occasional vehicles parked near our houses can be argued to slow down any speeding drivers, so not allowing people to park here may increase the safety risk to residents given that there is no footpath.

- The double yellow lines that already exist at the Community Woodland end of Northfield Lane are usually covered by mud and/or leaves as the lane beyond Northminster Business Park is semi rural. And we wish it to stay that way.

As there is no reason nor justification for doing this, the proposal is a clear waste of Council Tax payers' money.

We would therefore respectfully ask you to withdraw the proposal in its current form.

- I have recently been advised on the proposed parking restrictions on Northfield Lane and would like to air my objections. I am surprised that as a Knapton resident I have not been included in

this communication given the obvious impact this restriction will have on the village. In particular, this will exacerbate an already congested Main Street and New House Covert. Since the opening of the Knapton/Rufforth cycle/footpath it is clearly now easy for people to access the woodland by parking in this part of Knapton. As Chair of Knapton Allotments I use the footpath on a regular basis and I can see the difficulties created by woodland users already on Main Street with inconsiderate parking.

If parking in Northfield Lane is stopped, and the car park at the woodland is full, visitors to the woodland will park in Knapton. The official car park at the woodland is not very big and it is fantasy to think that woodland users will park at Poppleton P&R and walk down – particularly as there is no footpath south of the business park. As a compromise, I can see how parking from the business park to the A59 should be restricted but not any further. The road here is plenty wide enough for the occasional agricultural traffic and would help negate some of the pressure that will be inevitably taken up by Knapton.

- I am writing to you to lodge my objection to your proposed amendment and the introduction of "no waiting" to the entirety of Northfield Lane.

With no reason given, it is difficult to fully understand the reason(s) for such a proposal.

I would support parking restrictions between Northminster Business Park and the A59, and there again after our properties along to the community woodland, mostly because of the number of heavy lorries which park up along that stretch.

However, restrictions which include outside our homes (the six houses.) is not viable for us as residents. Given that we have very limited parking spaces in front of our properties , it would be unacceptable for the local authority to effectively prevent residents and their visitors from parking within approx a quarter of a mile from our homes.

I also am a Blue Badge Holder and it is essential that I am able to park close to my home.

Having lived in my property for over twenty years, this seems grossly unfair that we should be significantly impacted again by the expansion of the business park, when assurances were given at the time the business park opened, that such would not happen. It was agreed with the city council approx three years ago , that the double yellow lines outside the business park would stop shot of our houses for exactly this reason.

Surely we are entitled to have visitors, delivery lorries, mail vans etc. Where would workman park undertaking repairs on our properties?

As there have never been any accidents or parking issues on our stretch of the road, I am curious as to the reason behind this proposal and would very much welcome further information/explanation around this.

I would also ask that you reconsider the proposal in it's current form.

- I am writing as a concerned Home owner affected by your proposed alterations to parking outside our properties. I think you need to consider the impact of no waiting directly outside the houses on Northfield Lane. You need to think carefully before you impose these restrictions. We will not be able to have visitors. Deliveries or any work done on our houses by workmen as they will not be able to park. I feel this has not been properly thought through, or maybe you just didn't realise we were here.
- We have received a letter stating that the traffic regulation order will propose a no-waiting restriction at any time on the length of Northfield Lane.

Like my neighbours, I am concerned about the impact this will have on us and our children.

Whilst we would support parking restrictions between Northminster Business Park and the A59, and between the Oakwood Business Park and the new car park at the end of the lane, due to the number of articulated lorries that use part of the lane and the cars that park on the corner by the vets, making access to the lane a safety issue. There are a number of other issues this proposal raises.

1. We are concerned that the change to parking regulations on the lane would mean we have nowhere for our eldest son to park his car.
2. It also means our daughter's school bus will no longer be permitted to collect or drop her off safely. The bus collects her from home, so she is not expected to walk down an illuminated road on her own in the dark, before or after school. With the number of police incidents (formally logged) in the village (men driving around reported for trying to sexually harass children!), her safety is a priority concern.
3. We often find people working in the business park have parked on our off-road/drives. If they have parked and gone to

work for the day, we have to park on the lane to access our homes. How will you resolve this issue?

4. If we have tradespeople working at the house and they need access to their vans, or visitors, we would normally allow them to park on our driveway. Either way, one of us is going to end up parking on double yellow lines.

5. Where is the evidence that parking on the stretch of road directly outside our homes is impacting any transport?

I'm astonished you would consider blocking access to our homes, but do not consider the risks of parking the length of Station Road. It would appear yet again that you are prioritising businesses such as DPD over local residents.

Please provide any photographic evidence and details of any consultation that has been carried out to reach this decision.

We received the below representation in objection from Cllr. Hook of the Rural West ward:

'I would like to strongly object to the proposal to install "No Waiting at Any Time Restrictions" in Northfield Lane, which added to the current restrictions, would amount to the complete restriction of parking on the whole length of the lane on both sides of the road.

Unfortunately, I did not receive any reply to my request for further information, in particular the rationale for suggesting such a far reaching restriction. However, I cannot imagine any valid reason for imposing such unnecessary and draconian restrictions which will adversely affect the day to day life of many of my residents.

There was a need for parking restrictions close to the Community Woodland, when the area now covered by the woodland was farmland with large farm vehicles and so these are already in place, although they have not been well maintained and have been allowed to fade and become overgrown or covered with the detritus of the vegetation which lines both sides of the lane, probably because they are no longer necessary. As a result, there have been complaints of vehicles being parked there.

However, restoration and regular maintenance of these yellow lines would be welcome and should be sufficient to deter people from parking near to the woodland and either use the car park provided or walk/cycle/use the park and ride, especially if parking enforcement visited from time to time.

Any extension to these existing restrictions is unnecessary because:

- Northfield Lane is a wide road which allows vehicles to pass parked vehicles. If the parked vehicle is especially wide, it will be connected to Northminster Business Park. In that case, a wide vehicle trying to leave/access Northminster Business Park should refer to the management of the Business Park who should be preventing drivers relating to one tenant from parking up and causing disruption to another tenant. Residents should not be penalised because a business is not managed properly.*
- Very little on street parking takes place on Northfield Lane. Other than vehicles waiting to enter Northminster Business Park, what parking there is, is essential for local residents, Minster Vets and Hope Church.*
- Poppleton Bar Park and Ride is now open until 11.00pm so there is no longer a need for people using the Park and Ride service to park in Northfield Lane because they were likely to miss the last bus and have their car locked into the carpark.*

The proposed parking restriction would have an adverse effect on the residents of the 8 residential properties in Upper Poppleton, especially those who live in the terrace of six houses, whose lives have already been made a misery by the increased development of Northminster Business Park and the extension to its opening hours to 24 hours every day since DPD became a tenant.

To not allow them to have visitors and tradespeople park outside their houses would just add to the cumulative suffering imposed on these residents who already have to put up with the noise of heavy vehicles braking close to their houses – and often travelling (and reversing!) past their houses when lorries miss the turning to Northminster Business Park – in addition to the general noise and significant light pollution coming from the business park.

The proposed parking restrictions would also have an adverse effect on the residents of Main Street and New House Covert Knapton.

The Knapton/Rufforth cycle/footpath means that it is easy for people to access the woodland by parking in Knapton. There is also a safe crossing point on the A1237 which links Main Street Knapton directly to the Community Woodland.

If no one can park in Northfield Lane and the car park at the woodland is full, visitors to the woodland will park in Knapton.

Knapton Residents, their visitors and the businesses (especially the Knapton Lion) need unrestricted on street parking; with just one bus/day THERE IS NO BUS SERVICE TO PROVIDE AN ALTERNATIVE to driving and many Knapton residents are unable to walk as far as Beckfield Lane.

ResPark is not an option because it should only be imposed on a community whose travel needs can be met by an adequate and reliable public transport service and which has a local infrastructure with shops, schools, doctors etc, none of which exist in Knapton. The population of Knapton is insufficient to support a viable business which also needs customers from elsewhere.

My recommendations:

- 1. Work with Northminster Business Park management so they exercise control over their tenants to deter large vehicles from parking in Northfield Lane when waiting to enter the business park or taking a scheduled driver rest break.*
- 2. Install a larger, more obvious sign, unobscured by vegetation throughout the year, to clearly mark the entrance to Northminster Business Park, so that large vehicles will not overshoot the entrance and there is no need for them to carry out dangerous turning manoeuvres near the entrance to the Community Woodland.*
- 3. Reassess the need for parking restrictions near the Community Woodland in the light of current land use and access needs, maintain the yellow lines required so that they are clearly visible and not covered by vegetation, and ensure parking enforcement visits from time to time so that they are a deterrent to everyone, not just to law-abiding citizens.*
- 4. Limit any additional yellow lines so that they do not extend into the parish of Upper Poppleton unless it is to provide clear sightlines around junctions.*

Thank you'

*We received the below representation in objection from Knapton PC:
'RE: "NO WAITING AT ANY TIME" RESTRICTIONS IN NORTHFIELD LANE.*

Rufforth with Knapton Parish Council have just heard about these proposed restrictions. As our Parish boundary is very close to the area concerned and as the proposals are bound to affect residents of Knapton we are very disappointed to have not been formally consulted.

There are already issues with parking in Knapton village by people visiting the community Woodland or using the Knapton to Rufforth path. The Woodland car park is relatively small, and we understand that Forestry England are proposing to instigate charges for the use of this car park. If no parking at all is to be allowed in Northfield Lane, then the inevitable result will be more cars parking in an already congested Main Street and New House Covert. Currently parking at the P and R site is not an option for woodland users because of the restrictions imposed (parking only for P and R users).

For some time now the Parish Council has been in discussion with city Councillors with regard to our concerns re parking in Knapton by woodland and path users, and in particular the prospect of parking charges exacerbating the issue. These proposals for Northfield Lane will only make matters worse and demonstrate a lack of joined up thinking and given the fact that this Parish Council has not been officially consulted, a total disregard for the concerns we have previously expressed.

At the very least further discussion is required.'

Officer analysis and recommendation

A number of the representations refer to the proposal being made due to the impact from the industrial estate, which is not the case the proposal was made due to concerns over the impact of vehicles parking accessing the Community Woodland. The concerns were originally raised following plans for charges to be introduced for parking in the Community Woodland.

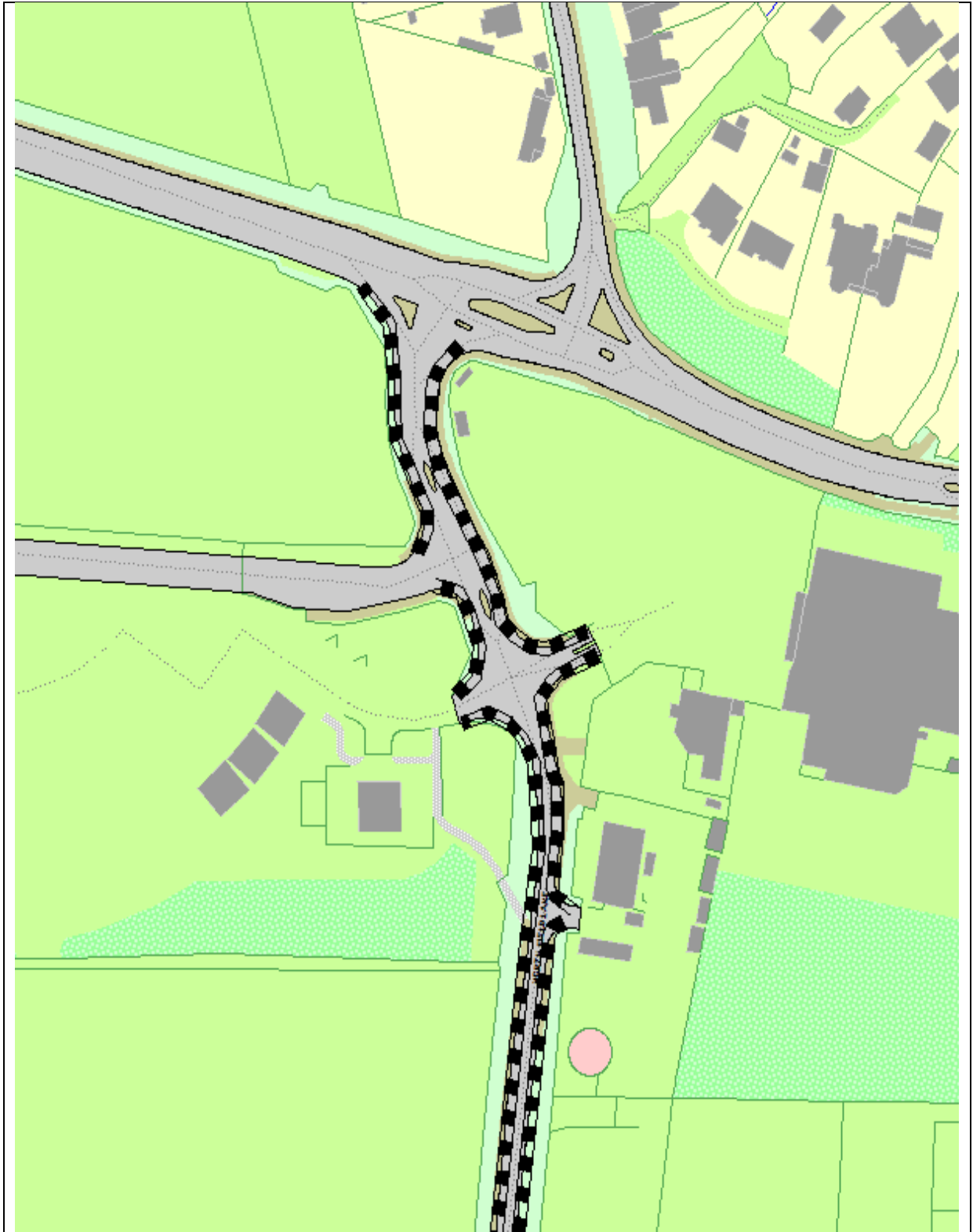
Since the consultation period has ended the Authority has received comments from businesses on the industrial estate, that parking occurring on a Saturday morning is causing an obstruction of the highway. The increase in parking is due to the introduction of a new Park Run which is operating from the Community Woodland. This is creating an issue with access to/from the industrial estate.

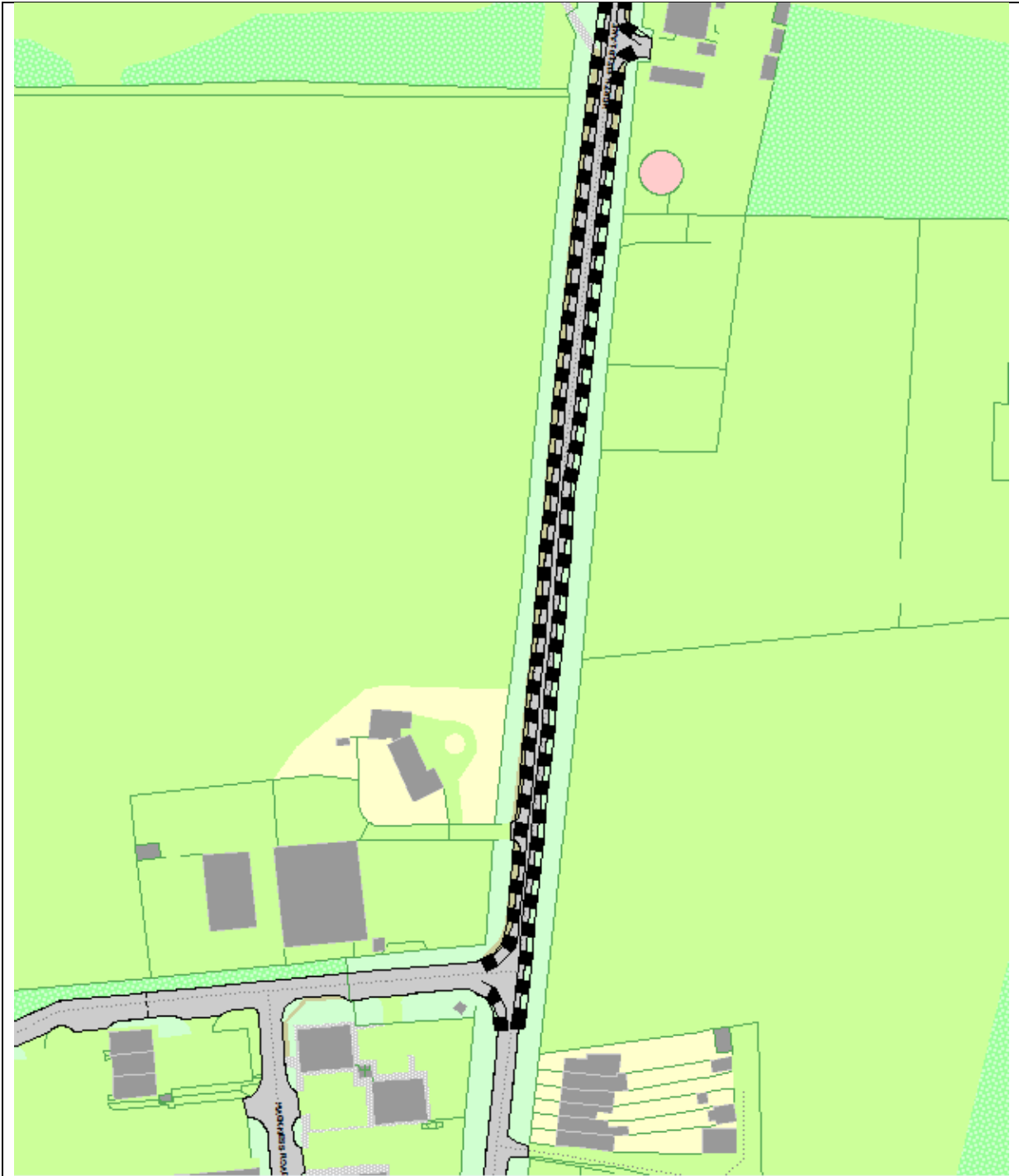
The representations received from the residents in objection to the proposal were to do with concerns about their visitor parking and how trades people would be able to access their properties if required. The proposal would remove visitor parking and restrict access for trades people, although they would be able to load/unload from the restrictions, they would then need to remove their vehicle from the area.

The consultation also received representations from residents and the Parish Council of Knapton, who were concerned that the introduction of

the proposed restrictions would have a negative impact on Knapton, with people parking there to access the Community Woodland.

Taking into consideration the representations and reports of obstructive parking, it is recommended to introduce a lesser restriction, taking into consideration the views raised. The proposal was originally raised to try and counter the potential negative impact of the Community Woodland; this should not be done at the expense of the residents/businesses which affects the amenities. The recommended proposal is to implement the 'No Waiting at any time' restrictions on both sides of the road between the A59 to join the existing restrictions terminating at 10 metres south of Harwood Road. This will ensure that vehicular traffic will still be able to access the industrial estate, whilst leaving access to on street parking for residents and users of the Community Woodland. Please see revised plan below:

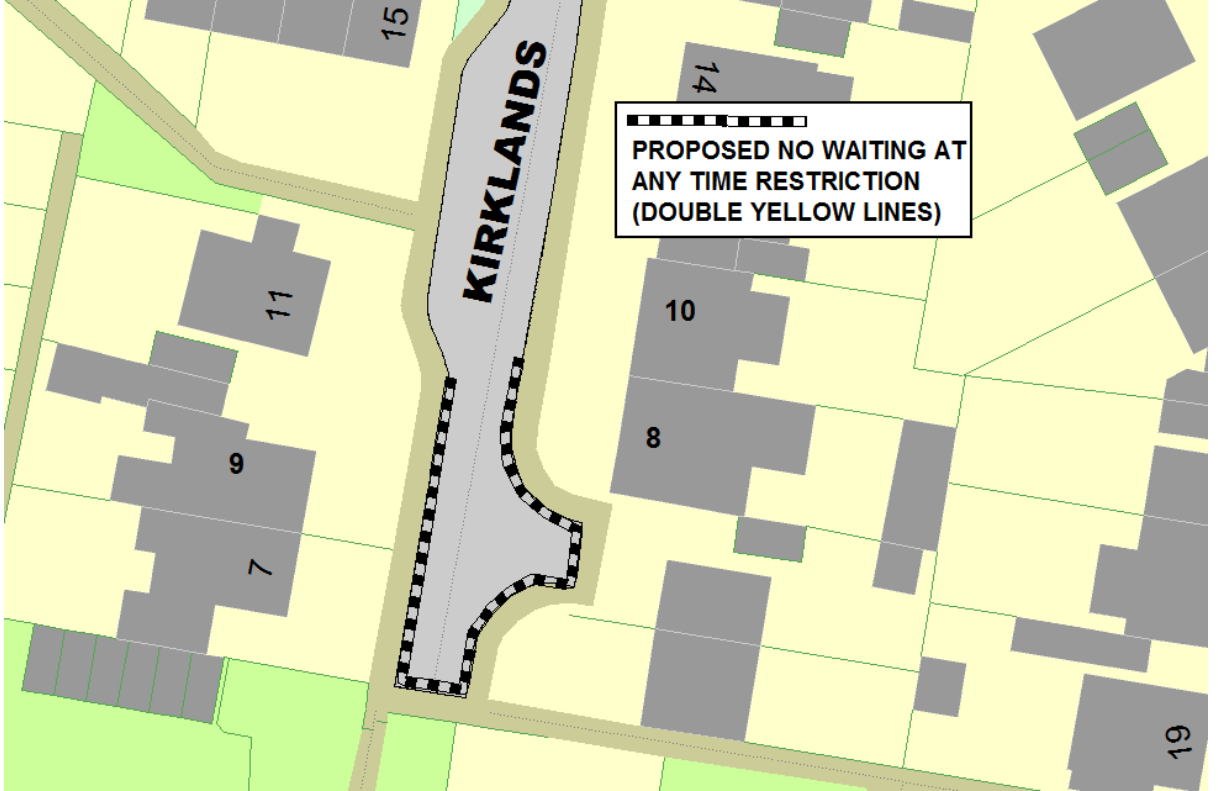




Options:

1. Implement as Advertised. Not Recommended
2. Take no further action. Not Recommended
3. Implement a lesser restriction than advertised. **Recommended**

Annex N Strensall ward

N1	Location: Kirklands, Strensall
<p>Nature of problem and plan of advertised proposal. Details received on file were: An issue of parked vehicles restricting access to the turning head and access to driveways. Kirklands is a residential cul-de-sac with a footpath leading from the end of the street through to Knapton Close. The turning head also has driveway accesses leading to residents off street parking amenity. We proposed to implement no waiting at any time restrictions to improve access to the turning head and driveways. Please see plan below:</p> 	
<p>Representations Received. We received 6 objections and 1 representations in support of the proposal. Objections:</p> <ul style="list-style-type: none"> • I am writing to formally object to the proposed introduction of double yellow lines directly outside my property at .. Kirklands, Strensall, York, Yo325wx. While I understand the council's aim to manage parking and improve safety, this proposal will have a detrimental effect on local 	

residents and does not fully consider how this part of the street is used by both the community and those living here.

My main reasons for objection are as follows:

1. Loss of Essential Parking for Residents:

The space outside my property provides vital on-street parking for residents and visitors. Although both my neighbour at number 2 and I have parking on our individual driveways, my driveway is shared access only and intended for access only to number 2. As such, the on-street space is the only practical area for visitor parking. Removing it would eliminate that option entirely.

2. Impact on the Wider Street – Increased Congestion:

If parking is prohibited outside my property, vehicles will inevitably be displaced further down Kirklands beyond house numbers 10/11, increasing congestion and pressure on already limited parking for other residents and resulting in parking over a busier T-junction area, upon entry into Kirklands, leading from the main road and onto the Croft, which I see as a more serious safety concern, and would cause difficulties for council bin lorries as well as larger vehicles entering the street and attempting to navigate around additional parked cars in that area.

3. Safe Drop-off Area for Local Play Park:

Directly opposite the property is a local play park frequently used by families. Parents often stop briefly to safely drop off and collect children. The current arrangement allows this in a visible, safe, and practical manner. Introducing double yellow lines would force vehicles to stop in less suitable areas, potentially creating more safety risks for children to access the playpark.

4. No Evidence of Ongoing Access or Safety Issues:

There have been no recurring problems with obstruction or restricted access for emergency or service vehicles. The road layout and existing parking patterns function safely and efficiently as they are.

5. Impact on Residents' Quality of Life and Property Value:

Removing the ability for residents and visitors to park conveniently near their homes would not only affect daily living but could also reduce property desirability and value.

6. Lack of Consultation and Consideration of Alternatives:

I am not aware of any direct consultation with residents prior to this proposal.

For these reasons, I respectfully request that the council reconsiders this proposal and undertakes a full review that includes local resident input.

- As a resident of Kirklands, I would like to express my strong objection to the proposed no-waiting restrictions in Kirklands. Having resided here for 27 years, I can confirm that there has never been a previous need for such parking restrictions. Implementing these restrictions would undoubtedly inconvenience visitors, elderly parents, and relatives, as they would be forced to park further down an already congested street. Furthermore, delivery vehicles and workmen would also be left without adequate parking options.
- I am writing to object to your proposal to put double yellow lines outside my property and in the cul de sac of Kirklands, where I live. My objection is on these grounds:
 1. I run a piano teaching business from my home .. Kirklands. 4 evenings a week parents come to bring their children for lessons. This consists of one car dropping their child off and usually waiting for half an hour while their child has a lesson. There will be overlap as another parent comes and the first one leaves for about 5 to ten minutes. Where are these parents supposed to park? I have lived here for 8 years and run my business successfully all this time without one complaint from neighbours about badly parked vehicles. If you put in double yellow lines this will affect my business, making it difficult for parents, especially those with other young children in the car.
 2. Where will our friends and family park when they come to visit?
 3. Yes there are people in our street who have too many vehicles and sometimes park obstructively. Can't something else be done? I'm suggesting to all the neighbours that we meet to talk about how we can resolve this ourselves rather than waste tax payer's money on double yellow lines.
 4. Will a warden be patrolling this street regularly to check whether people are parking here? If not, then it is definitely a waste of money because people will still park on the lines. My husband and I strongly object to this proposal.
- I wish to put forward my objection to the proposed restrictions of Kirklands, Strensall. We live in .. Kirklands and are only a one car household that parks on the property driveway so we are not using this area for our own personal cars but feel this restriction is over the top and not necessary. Putting this restriction in place would prevent visitors, contractors etc from parking there for short periods of time. It is unreasonable to expect cars to park elsewhere as there is not enough car

parking spaces opposite the snicket as these are used for the houses along the snicket. This would mean that cars would be parked on the road causing more cars further up. This would then cause an obstruction for the bin men.

I have spoken to a few of the residents in this cul de sac and none of us want this proposal to be approved. We feel the cut de sac is fine as it is.

In support:

- I am writing with regard to the Notice of Proposals dated 31st October 2025 concerning the introduction of 'No Waiting at any time' restrictions on Kirklands, Strensall. I reside at Number ~~10~~ Kirklands.

1. Support for the Proposal

I fully support the introduction of double yellow lines (No Waiting at any time) as proposed on the turning head and approach. This is a necessary and welcome safety improvement that will ensure clear visibility and safe vehicle manoeuvring in that section of the street.

2. Concern Regarding Displacement of Parking

While I support the current proposal, I am concerned that the parking pressure currently experienced in the restricted area will simply be displaced further south along Kirklands. This is due to a persistent local issue where a property can have an exceptionally high number of vehicles that cannot be accommodated within their private driveway.

3. Formal Request for Extension to Number 14

To prevent the problem from simply being moved, I formally request that the council review and extend the proposed 'No Waiting at any time' restrictions further south along Kirklands, specifically to include the frontage of properties up to and including number 14 Kirklands.

Crucially, any extension should be designed to maintain the free flow of traffic and address displacement. I ask that the extended restrictions are implemented while ensuring clarity around the existing designated parking bay adjacent to numbers 10 to 14, to maximize usable parking space while prioritizing road safety and traffic movement.

We received the below representation from Cllr. Fisher of Strensall:

'I fully agree that some action is needed but, having consulted with all the affected residents currently in occupation, I feel that the scheme as currently proposed may cause more problems than it solves.'

The scheme will remove 3 potential locations where vehicles can realistically be parked: outside 4/6 Kirklands, outside 9 Kirklands and opposite the drive of 7 Kirklands. The former 2 locations are used by residents and cause few, if any problems. Restricting the use of these sites could displace parking on to the layby next to 15 Kirklands. This has 8 spaces to serve the 8 dwellings numbered 15-29 Kirklands, none of which have off-street parking.

The space opposite the drive of no 7 Kirklands is used by vehicles and causes a nuisance to the occupiers of no 7, who are often obstructed in entering/leaving their property, so this does need to be addressed.

After speaking to residents, all are agreed that the scheme needs to be reduced. The yellow lines need to run from the shared drive of nos 2/4 Kirklands, round the head of the cul-de-sac and terminate at the property boundary of 7/9 Kirklands, next to the streetlight.'

We received the below representation from Strensall Parish Council:
'Strensall Parish Council has consulted with the effected residents and most feel that the scheme is excessive.

The council agrees the scheme is excessive and considers that, if the yellows lines extended from the drive of no 4 kirklands to the property boundary between no 9 and no 7 kirklands, that would prevent parking opposite the drive to no 7 kirklands which is the main issue.

The scheme as proposed would risk displacing some parking onto the layby adjacent to no 15 kirklands which would leave the residents of no 15 to 29 kirklands without parking.'

Officer analysis and recommendation

Cllr. Fisher and the Parish Council have discussed the proposal with the residents, and also taking into account the objections received from residents the recommendation is to implement a lesser restriction as per the plan below. The revised restriction will restrict vehicles parking in front of the dropped kerbs of 2/4 Kirklands and opposite no. 7 and will also provide access to the turning head.



Options:

1. Implement as Advertised- Not recommended
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- **Recommended**

Annex O Westfield ward

O1

Location: Chapelfields Road/ Barkston Avenue

Nature of problem and plan of advertised proposal.

Details received on file were:

Cllr. Waller and our parking services team requested consideration of restrictions on the junction of Barkston Avenue due to vehicles parking close to the junction and on the footpath restricting visibility and access to the footpath.

We proposed to implement no waiting at any time restrictions, as per the plan below.



Representations Received.

We received 2 objections and 1 representation in support of the proposal.

Objections:

- The proposal for yellow lines at the top of Barkston avenue York will affect where we can park our car, due to not having a dropped curb and the one way for car access this is the only place to park our car without blocking driveways, I will not park on the grass verge which will be our only option if you go ahead .

- I am writing to formally object to the proposed amendments to the Traffic Regulation Order affecting the junction of Barkston Avenue and Chapelfields Road, as shown in the plan included with your recent notice.

I have lived at .. Chapelfields Road for 27 years, and the introduction of double yellow lines outside my home would have a serious and unfair impact on my household.

1. I am terminally ill and rely on accessible parking outside my home

I hold a Blue Badge due to terminal illness. Being able to park directly outside my property is essential for my mobility, wellbeing, and ability to attend medical appointments. If double yellow lines are installed, I will lose safe access to my home, creating unnecessary physical hardship.

2. My household includes five drivers who rely on street parking
We are a large family with five drivers, and there is no alternative off-street parking available. Parking is already limited in the area, and these restrictions would create extreme difficulty not only for us but for surrounding residents.

3. No parking issues have occurred in 27 years

In nearly three decades of living here, there have never been any incidents, obstruction problems, or concerns raised regarding parking on this stretch of road. The proposed restrictions appear unnecessary and disproportionate to the reality of the area.

4. The proposal removes essential residential parking without demonstrating need

The plan shows a continuous stretch of double yellow lines, including directly outside residential properties. There is no clear justification provided for why this level of restriction is required or how it would improve safety. For residents like myself, the impact is severe and immediate.

5. Reasonable alternatives should be considered

If visibility at the junction is the concern, shorter junction protection lines would achieve the same objective without removing all available parking for residents. A full prohibition of waiting is excessive and unjustified.

For these reasons, I strongly object to the proposal and respectfully request that the Council reconsiders or modifies the scheme to protect resident parking and accommodate my essential medical and accessibility needs.

Officer analysis and recommendation

There are tactile crossing points on the junction. The junction is just before the bend of Chapelfields Road, and visibility of oncoming vehicles

is required when exiting the junction. Please see images below highlighting the visibility and accessibility issue.



The proposed restrictions would remove the vehicles currently parking on the footpath and provide clear sightlines when travelling on Chapelfields Road or exiting the junction of Barkston Avenue

Options:

1. Implement as Advertised- **Recommended**
2. Take no further action.
3. Implement a lesser restriction than advertised.

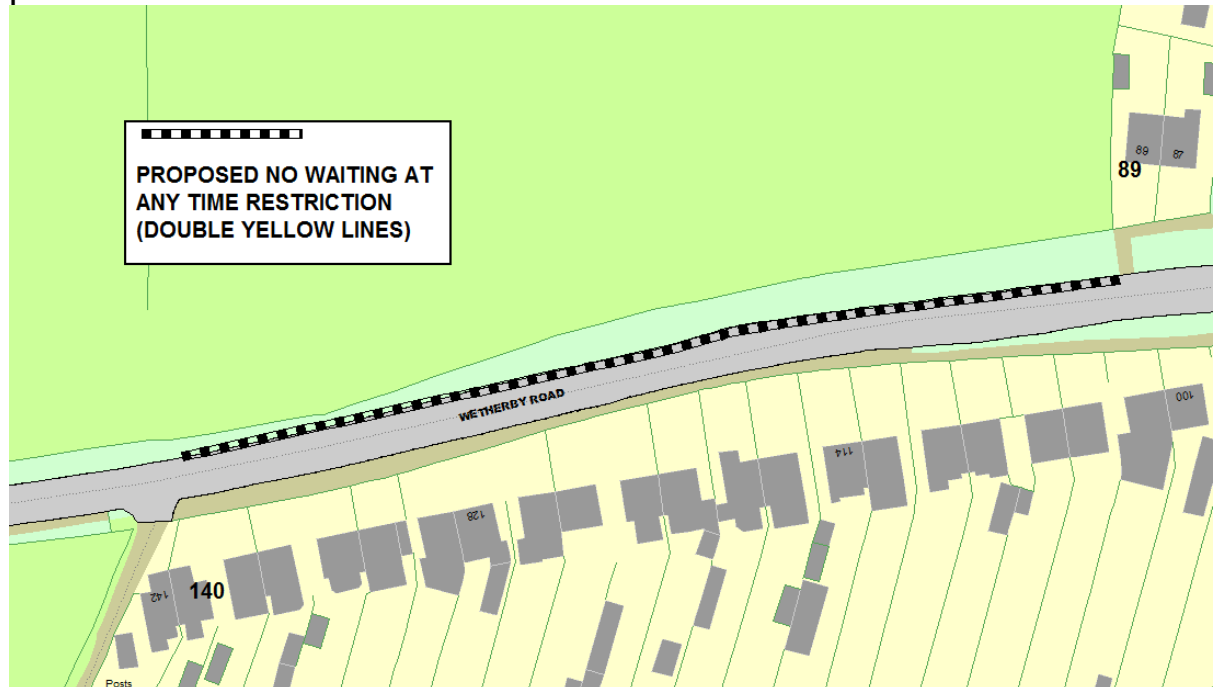
02**Location: Wetherby Road****Nature of problem and plan of advertised proposal.**

Details received on file were:

Request to consider restrictions on the carriageway due to vehicles parking on the verge and causing damage. The issue was raised by Rachael Maskell MP on behalf of the resident.

The area in question has been used for parking for a number of years and has caused extensive damage to the verge. All properties in this area have off street parking amenity for a minimum of two vehicles. 40m before this section of Wetherby Road the speed restriction changes from 40mph to 30mph.

We proposed to implement no waiting at any time restriction, as per the plan below:

**Representations Received.**

We received 11 objections to the proposed restriction.

Objections:

- I would like to object please on the basis of the proposed traffic restrictions would cause disruption to traffic on Wetherby Road and impact on safety of residents driving in and out of our properties.

My understanding is that Section 1(1) of the Road Traffic Regulation Act 1994 ("the Act") provides as follows:-

(1) The traffic authority may make an order under this section (referred to in this Act as a "traffic regulation order") in respect of the road where it appears to the authority making the order that it is expedient to make it—

- for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- for preventing damage to the road or to any building on or near the road, or
- for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
- (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
- for preserving or improving the amenities of the area through which the road, or
- for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

The letter is unclear on what basis the amendment is being proposed, but following email correspondence with Geoff Holmes, I understand that the proposal is in response to an (undisclosed) number of resident's complaints about a small number of cars parking on the grass verge opposite the property.

While this is understandable, the proposed double yellow lines there would be highly likely to displace these cars onto the left hand side of the road adjacent to our properties instead. This would cause far more disruption and 'stop/start' to traffic flow along Wetherby Road, block visibility when leaving our driveways, which is a safety issue, and lead people to park on the verges next to our properties instead. Therefore just moving the problem elsewhere and contradicting the intention of the TRO in the first place.

I know that several other residents share this concern and I have received a letter from one of my neighbours which was shared with all the affected properties.

I would be grateful if you could reconsider this TRO on the basis that it will lead to negative unintended consequences, making the situation worse than the problem it is trying to solve – i.e. reducing traffic flow, making entry and exit points to properties more dangerous (getting out of my drive amongst parked cars is a nightmare as we are around a corner) and displacing cars onto grass verges adjacent to resident's properties.

- I would like to raise some concerns regarding the proposed double yellow lines on Wetherby Road. The proposal is to stop parking and stopping on the north side of the road, adjacent to the fields. This space is currently used by a small number of drivers, occasionally when dropping off passengers, but predominantly by a handful of residents, who park on the grass verge, where parking on driveways is full. The proposed double yellow lines would have the impact of driving all of this parking and stopping to the southern, residential side of the road. I am concerned about the impact of this on the safety of drivers and pedestrians using Wetherby Road.

When pulling out from the driveway of 142 Wetherby Road, visibility of traffic coming from the east is severely affected by any on-road parking on the southern side between our house and the curve in the road (around number 116). As drivers are frequently seen to be accelerating as they head west towards the 40 m.p.h. limit, my concern is that there is an increased risk of a collision in this stretch of road. This risk is also increased for the pedestrians that cross Wetherby Road, particularly after leaving the alleyway that leads to Chapelfields.

Additionally, the parking of vehicles on the southern side of the road will slow the flow of traffic along Wetherby Road, as drivers negotiate the parked vehicles. Inevitably this will also involve increased noise from accelerating vehicles and the horns of irritated drivers.

As a final point, the proposed double yellow lines will encourage those drivers who currently drop off passengers on the Northern side of the road to do so directly outside our house (I am not sure why the proposed lines stop at 140, not 142). This will mean that vehicles will be stopping closer to the faster moving traffic that is leaving the 40 m.p.h. zone and entering the 30 m.p.h. zone, further increasing the risk of accidents.

- I believe they are not needed on the road and will cause other problems further down the line. I think this should really be considered again and thought through properly. I have lived on the road a long time and it is very rare to see cars parked on that side of the road so I don't think there is a need for it.
- We are writing, in our capacity as residents of Wetherby Road, York, to object to the traffic restrictions proposed on Wetherby Road, which form part of the proposed York Parking, Stopping and Waiting (Amendment) (NO 14/68) Traffic Order 2025. We were notified of the proposed introduction of 'No Waiting at any time' double yellow line

restrictions to a section of Wetherby Road by letter dated 31st October from the council's Highway Regulation department.

On making enquiries to the department, we were informed that they had received a request from

York's MP, Rachael Maskell, on behalf of local residents to raise the issue of vehicles parking on the verge causing damage. The proposal is to prevent this by painting double yellow lines on the road.

We have lived on the road for 26 years and have never heard of such a restriction being proposed before. No one in the street has ever discussed such concerns with us personally. Neither has the matter being raised by any of the local councillors in their newsletters or walkabouts. Speeding vehicles and being able to cross the road safely, however, have frequently being topics of conversation.

The verge in question - a section on the north side of road - starts where the houses on that side have stopped. It continues up to where the houses end on the opposite south side of the road.

Quite why this piece of verge has been singled out for restrictions over the other sections of grass verge on the street is unclear. The verge is in a good condition and there are no obvious safety issues such as restricted view, closeness to a junction etc.

Vehicles belonging to residents or their visitors do park on other areas of verge on both sides of the road as well as the verge in question. Some of the verges have sustained some damage over time - loss of grass - but, for some reason, these have not been included in the proposed restrictions. We presume because there was seen to be no basis on which this should be done.

This has led us to wonder if it is the particular view of the farm fields on that side of the road that the complaining resident/s are wanting to preserve rather than the verge itself, which is why other areas of grass verge on the road have not being deemed to be in need of the same protection.

We are concerned that the introduction of yellow lines will urbanise the street scene and will be the beginning of the whole road been painted in yellow lines. Ironically, if cars cannot park on the road, then it will make it easier for those drivers, who are so inclined, to drive even faster up and down the road without having to slow down at all.

Our biggest concern by far is regarding the volume of vehicles that use the road, the size of some of these vehicles and the speed that they regularly are driven at.

Each year the situation gets worse and it gets harder to cross the road. This is compounded for those who are less mobile or elderly. There did used to be two small flashing signs that warned drivers to slow down but one of these stopped working several years ago and the remaining one was badly positioned. It too stopped working and neither have been replaced. We do not understand why these speed signs are not being replaced. It makes no sense whatsoever unless savings are being put ahead of safety.

Our house routinely vibrates when heavy vehicles, such as supermarket delivery lorries are passing. There is also daily refuse trucks travelling back and forth to the waste site at Harewood Whin as well as coaches.

To conclude, we question the need for the restrictions as proposed and object to their implementation.

- I am writing regarding the proposed introduction of no waiting restrictions on Wetherby Road.

As a resident, I wish to state my strong opposition to these plans. There is no clear justification for introducing these restrictions, and I believe they would have a negative impact on both our road and the local community. While a small number of vehicles do occasionally park on the grass verge opposite our homes, this has never caused any obstruction or traffic issues.

The far more significant problem on Wetherby Road is the excessive speed of passing vehicles. The speed at which some vehicles travel causes noticeable vibrations within our property, often waking us early in the morning and being felt even at the rear of the house. Addressing dangerous vehicle speeds on Wetherby Road should be a far higher priority for the council than implementing unnecessary parking restrictions.

I therefore urge the council to reconsider these proposals and instead focus on effective measures to reduce speeding and improve safety for residents.

- I am opposed to these changes. I see no reason for these restrictions to be in place. And feel that putting these restrictions in place will actually have a detrimental effect on our road and neighbours. A small number of vehicles do park on the grass verge opposite our houses. But this poses no problems for traffic. The greater issue on this road is the speed at which cars travel, which can be felt within our property. This should be the focus of changes not no waiting restrictions.
- I write in response to your letter dated 31st October in which it is proposed to paint double yellow lines on the north side of Wetherby Road between numbers 89 and 140.

I wish to express my strong objections to this proposal for a number of reasons:

1. We have lived at number ... since 1985. In all that time there have been a handful of neighbours who regularly park vehicles on the verge on the north side of Wetherby Road. Normally 4-6 vehicles at most. There is space for these vehicles to park without obstructing the highway, but vegetation means that there is no space for an increase in these numbers. So my first question is why now as this situation has remained the same for at least 40 years?

2. The neighbours who park here do so I understand because they have insufficient space on their driveways. So if they are prevented from parking as now, they will either have to park on the south side of the road, which will inevitably obstruct the highway and/or the pavement or they will have to park beyond the yellow lines either to the west of Wetherby Road towards the roundabout, or to the east in Briar Avenue or further along Wetherby Road where there are at present no restrictions. Whatever options they choose will mean parking on the highway which will lead to complaints from commuters who use this road and then to further extensions of Yellow lines on both sides of the road.

3. On a very few occasions in recent years we have had non-residents parking here, once to advertise a car for sale and once or twice for people leaving their cars and sharing a lift. We also have the occasional visitor to Wetherby Road residents who have parked on the north side verge to avoid obstructing the east or west bound highway. These odd occurrences have not escalated and does not justify the expense of imposing these parking restrictions.

4. The imposition of double yellow lines for a short distance will have an unsightly effect on the rural aspect and begs the question why not extend the restriction to the whole of Wetherby Road from the ring road to the Beckfield Lane/ Ridgeway Roundabout, thereby preventing those who park on the verges to the east of number 89 from using the spaces in front of their homes.

5. There has been, to my knowledge, no site visit nor wider consultation with neighbours who will be affected by this proposal, other than your letter of 31st October to some but by no means all which gives less than a month for residents to respond. I would urge you to delay these plans and organize a wider consultation to include all residents of Wetherby Road before you proceed.

6. The residents of Wetherby Road have over the years had to campaign regarding a number of concerns, including the poor

state of the road causing excessive vibration to our house. This was put right eventually when the road was re-surfaced. But the number one concern has been the excessive and hazardous speeding of both west and east bound through traffic. This has been addressed in the past by introducing a 40-mph limit from the 30 mph de-limit out to the ring road, with limited effect. And also with speed indicators which have been removed as they had stopped working. When we requested replacements, a survey was done but in the wrong place too far eastwards and at the wrong times and then used as justification for not installing replacements. The speeding issue is still the major concern of residents and will inevitably result in further accidents to residents and pedestrians. I suggest the money saved on yellow lines would be better spent on two speed indicator devices (SIDs) one for eastbound traffic opposite number 142 and one adjacent to number 86 for westbound traffic.

7. I am copying this letter to Rachael Maskell MP and to our 3 Westfield Councillors; Jo Coles, Emily Nelson and Andrew Waller in hope that they will take action to prevent this proposal going ahead without proper consultation with all local residents.

- I live down Wetherby Road and I object for the double yellow lines, as this will cause major issues as people will park their cars on the opposite side of the road and will cause impact on the road traffic and become dangerous as it will cause safety issues when people wish to reverse out of their drives. For safety reasons it's a ridiculous idea I find it very busy when trying to reverse out of my drive hence my objection, I look forward to hearing from you. How about fixing potholes, more maintenance, less restrictions.
- I live on Wetherby Rd and am curious on the pathetic idea one of your idiots have come up with regarding placing double yellow lines on our road.

Can you explain how you came to this idea and what studies have been done regarding you thinking double yellows are a good idea on a road nobody parks or stops on. Seen as I've been here since 1986 I think I have a better idea of traffic here than you have.

If this goes ahead it will cause trouble where there is actually no problem..

I know some jobs worth has to try and defend his job by coming up with ideas but I'd recommend sacking them for starters, see, I'm already saving you money.

I and most people on this road object. and just out of curiosity when are you going to inform us as I've had no letter or door knock

regarding it. are you just slinking it thru and disregarding people who pay youre wages.....

pathetic idea by a pathetic person who has no idea on the impact it will have...

as ever york clowncil strike again...

- We are aware that some locals do park on the verge, and quite often guests to houses in the area, which is useful to keep this road clear and free flowing – especially at peak times. We personally do not use the verge however often visitors to our home do. Our concern is that if users are denied the use of the verge they will instead park on the south side of the road and therefore impact negatively on the flow of traffic (on a busy road during peak times and when there are problems with the A64).

- I strongly object to the outlined plans of paragraph (F).

Amendment (no 14/68) - To install Double Yellow Lines

I have lived on this road for over 25 years and have never known anyone parking on that proposed side of the road for any length of time that would cause an issue.

One of my concerns is that people parking on the pavement, blocking the pavement (I attach a photo for example)....

This road has got so much worse over the years, high volumes, speeding, heavy goods, HORRENDOUS VIBRATION ISSUES, there is no respite for us as residents.

It seems completely pointless and very costly work that is not necessary, when the money could be spent on necessary speed calming.

This road does not have a weight restriction, so we get all the delivery lorries into Acomb, construction heavy goods and refuge lorries going to harewood whin, causing bad vibrations within our properties.

Constant drag racing in the early hours, cars racing side by side up and down wetherby road heading towards rufforth aerodrome.

I have continued to ask for traffic calming on this road, I have correspondence going back 25 yrs, when I was dealing with Fred Isles.

Double yellow lines on this road is such a redundant idea, you need to remember this is a residential road and has been since 1926.

Officer analysis and recommendation

Verge parking is occurring in this location and causing damage.

However, it is not affecting other highway users as there is no footpath on the north side of Wetherby Road. Residents and ward councillors have raised concerns regarding the current speed restrictions.

The recommendation is to take no further action. We will also request our Road Safety team consider conducting a Speed Data Radar survey in this location to provide a better indication if any review of the current speed restrictions are required.

Options:

1. Implement as Advertised- Not recommended
2. Take no further action- **Recommended**
3. Implement a lesser restriction than advertised- Not recommended

Annex P

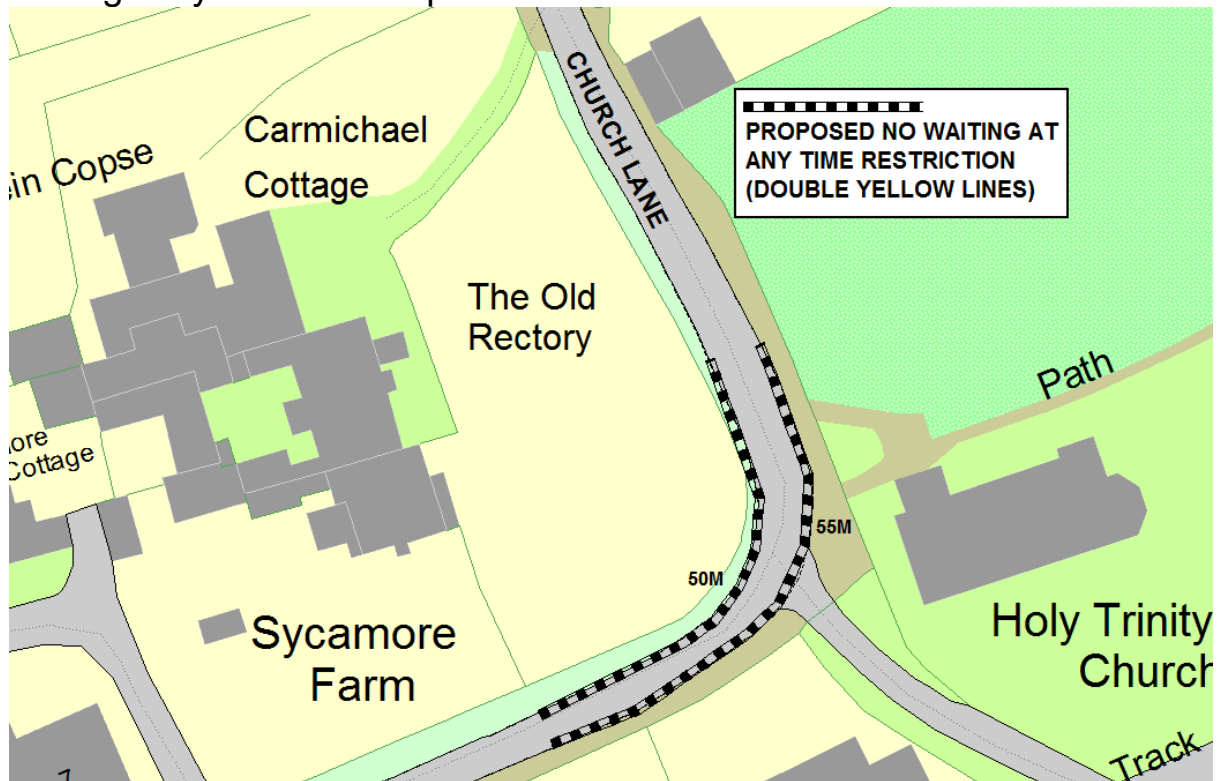
Wheldrake ward

P1**Location: Church Lane, Elvington****Nature of problem and plan of advertised proposal.**

Details received on file were:

Residents reported an issue of vehicles parking close to the bend leading to vehicles approaching and rounding the bend on the opposite side of the carriageway. There is no visibility of oncoming vehicles when rounding bend. This road is used by agricultural vehicles from nearby farms. Holy Trinity Church is located on the bend.

We proposed to implement no waiting at any time restrictions to improve visibility and reduce vehicles taking the bend on the opposite side of the carriageway. Please see plan below:

**Representations Received.**

We received 3 objections and 2 representations in support of the proposed restriction.

Objections:

- I would like to object to the above proposed amendment to the Traffic Regulation Order, suggesting double yellow lines on both sides of Church Lane, outside the church and beyond. Firstly, there is already very little parking available for the residents that live on the Lane. Most homes now have 2 cars, and the cottages only have space for one car directly outside. As the Lane is not a permit only Lane, other residents and visitors to the village

already use these spots, leaving it impossible for Lane residents to park. Added to this, there are large commercial vehicles parked here overnight, whose owners do not live on this Lane. Simply putting double lines here would not solve the parking problem but move it further down the Lane, exasperating the problem for all residents.

Secondly, there is a single white line already to remind people not to park here. The Road is narrow, parking here blocks private driveways and also prevents large vehicles like tractors, ambulances and oil tankers passing. People already park on the path here which is illegal and blocks them for pedestrians.

If the yellow lines are added by the Church, then the white line would be ignored and used as parking instead. This white line should actually be a yellow line for loading only, especially if the double yellow lines go ahead.

Please could you advise what the reason is for the double yellow lines? There have never been any accidents on this corner and the cars parked there are out of the way, causing no obstruction. In fact, they serve to slow cars down, especially delivery vans etc. I understand there is sometimes little parking for church users but as this is very infrequent, surely the residents of the Lane's needs are more important. Parked cars have also helped recently, to slow down the 2 weeks of constant lorries 24 hours a day flying up and down the Lane alleviating a Yorkshire Water leak problem that occurred somewhere else in the village. If, in the future, there is a problem and the corner is empty, these very heavy vehicles will be even more dangerous.

- I would like to register opposition to the proposal for double yellow lines on the bend outside Holy Trinity Church, Church Lane, Elvington.

Parking on this part of Church Lane is not excessive, it's a quiet no through road, used by local residents, farm and delivery vehicles who are in the main aware of the tight bend and drive accordingly. Occasionally there are funerals, weddings and events in the village hall plus church services approximately 3 times per month when more parking is needed. The addition of restricted parking would push parking further along Church Lane or to other more congested parts of the village when these events are on. It would also make it difficult for those with mobility issues to access the church.

Double yellow lines would reduce the space available for residents living in the row of terraced cottages on Church Lane, an area already congested with parked cars and in parts much narrower

than the bend at the church, most of whom don't have the luxury of private drives. The road leading up to the church provides valuable space for residents of the cottages and any visitors they may have. Once again restrictions could push parking further along Church Lane or onto Main Street (B1228) a much busier road with through traffic and HGVs.

There is a dropped curve on the bend on the left hand side (gated access to the pumping station and private driveway), parking here is already illegal.

Double yellow lines on both sides of the road would not be in keeping with this more rural part of the village which is part of a conservation area.

I would be grateful if you could consider the above and if it is necessary to restrict parking in this area please consider shorter paler lines restricted to the left hand side of the highway or to return to the original proposal of a single white line (already in use in Church Lane where the road is very narrow).

- I am resubmitting comments on Proposal 'No waiting at any time' restrictions in Church Lane, Elvington. Comments framed as OBJECTIONS Please replace my previous comments with these below:-

Although I support the idea of parking restrictions to ease safety /sight at the bend I have to reframe my comments with Objections as follows:

1. There is no need for double yellow lines, even paler primrose ones. There are several dropped kerbs along the bend which separately serve 1) as access into the churchyard for motorised vehicles in the form of grave digging vehicles, 2) for motorised vehicles into the track for access to Yorkshire water storage tank and for other vehicles for pathway maintenance, and 3) access to two residential properties. The installation of a single white line would address parking restrictions in this area and would be more appropriate in a conservation area.
2. The length of the line should be shortened to start at lamp stand in the church yard (approx 4m shorter) and end at the boundary between Fernlea and Carr Masks (approx 4m shorter). To continue to ensure some parking in the lane for residents and users of church.
3. There is no need for a line on the inner bend, especially not a double yellow line.
4. There will be need for occasional parking at the church for eg funeral and wedding cars and to drop off and collect folk with mobility challenges and for delivery & collection of items to the

church. Please can you clarify the rules concerning these situations.

The state of the road for installation of markings still remains a concern.

In support:

- I am relieved and gratified that at last the Highways dept at CYC is proposing to put primrose coloured lines around the bend in Church Lane Elvington.

As we did not hear directly from your department, I was copied into the communications about this. I have then passed on the information to other residents who live beyond the bend in Church Lane who are most impacted by the dangerous corner and who supported our original letter to Elvington parish council in July 2023. I imagine a copy of that letter is in your files but if not I can send it to you again. None of them received your recent letter but most have or intend to write supporting the proposal.

it is important that the views of these residents beyond the bend are prioritised when the decision about the proposal is made as they still have to negotiate that blind bend as often as several times a day.

I look forward to seeing the lineage work being completed.

- I am responding to the advertised proposed 'No waiting' restrictions for Church Lane, Elvington (notice dated 31 October 2025).

As a local resident I fully support this proposal. This is purely on the grounds of road safety and follows years of frequent dangerous parking on the bend by the church.

It is clear that folk parking there fail to appreciate that there are residents and farms in Church Lane beyond the church and that there is constant traffic up and down the lane; with such parking it can be difficult and haphazard rounding the bend and there have been several minor incidents or near misses.

A few church goers may object, although it is often vans parking there. If the vans are connected with the nearby Yorkshire Water facilities, they have ample room in the gated service lane leading down to those facilities alongside the graveyard. Church goers can easily park either side of the proposed restriction, and it will not hurt them to walk a few yards. (No doubt if they are disabled, they would have a badge anyway.)

There will need to be occasional pragmatic exemptions for official wedding cars or hearses attending the church: one would like to think that normal common-sense can prevail then.

But please note, the Church Lane road surface is severely degraded: this is more than occasional potholes, but the surface is simply all falling apart. It would be quite pointless trying to paint anything here until this has been totally re-surfaced. CYC is well aware of this, and Elvington Parish Council have been making strong representations for some time to get this properly fixed. Just sending someone to try and fill in the potholes just here is a complete waste of time – it always ends up worse; and painting it now could be challenging to say the least. You may wish to liaise with those responsible, and if you could push for this essential and overdue work to get done first, that would be a good step forward.

Elvington Parish Council provided the below comments:

'The members of Elvington Parish Council do not have any objections to the proposed 'No waiting at any time' restrictions on Church Lane, Elvington.

It is assumed that funeral cars and disabled drivers would be exempt.'

Officer analysis and recommendation

Any parking close to, or on the bend is leading to vehicles rounding the bend on the opposite side of the carriageway and into conflict with any vehicles coming in the opposite direction, which are often large agricultural vehicles and wagons. Blue badge holders can park on double yellow lines for up to 3 hours providing they are not causing an obstruction. Wedding and funeral vehicles are permitted to stop in order for passengers to be dropped off and collected.

Options:

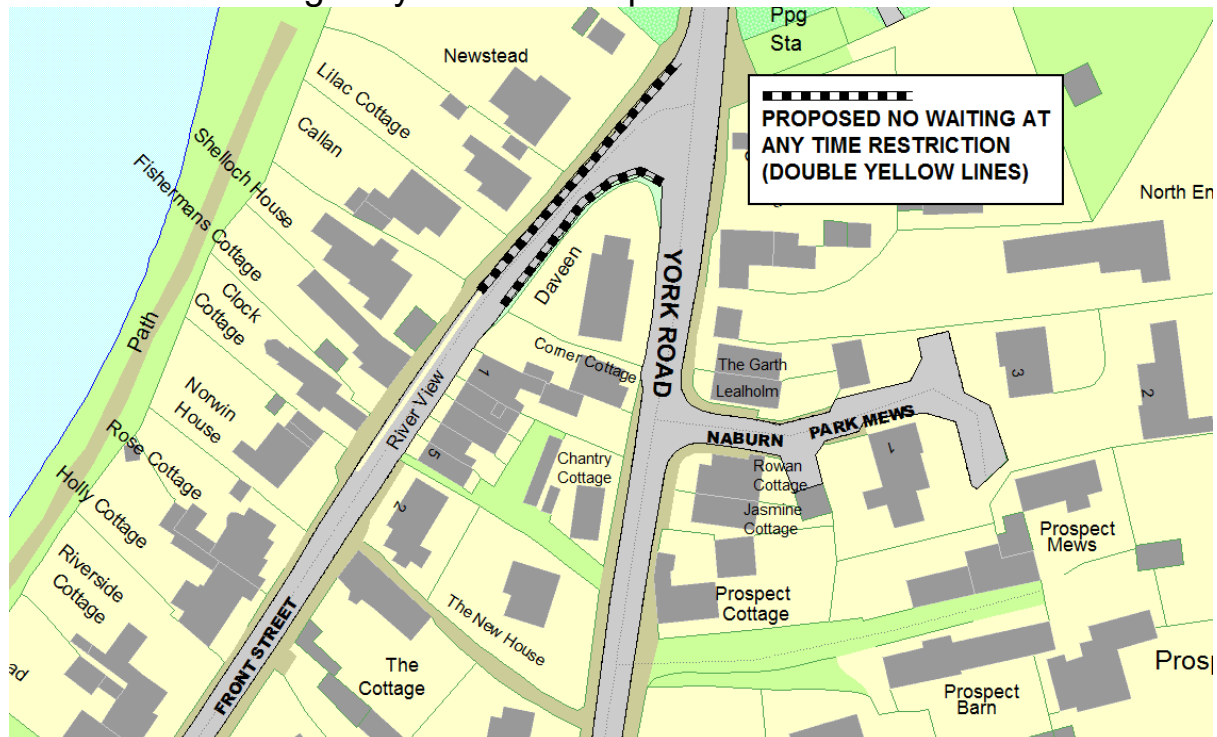
1. Implement as Advertised- **Recommended**
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- Not recommended

P2**Location: Front Street, Naburn****Nature of problem and plan of advertised proposal.**

Details received on file were:

The Parish Council raised a concern of vehicles parking close to the junction with York Road leading to vehicles travelling towards the junction on the opposite side of the road and into the path of vehicles turning into the junction.

We proposed to implement no waiting at any time restrictions to both sides of the carriageway. Please see plan below.

**Representations Received.**

We received 10 objections and 2 representations in support of the proposed restriction.

Objections:

- I am writing in relation to the proposed 'No Waiting at any time' restrictions on Front Street, Naburn. I would like to object to the plans as see no benefit to the village in any way, only making a situation worse. I have a property on Front Street with no drive way and have to rely on parking outside my house. Having the additional yellow lines will mean that I may not be able to park outside my own property due to there been the lack of parking for other residents. There will also be an increased number of cars forced to park on Main Street which will cause further obstructions to people travelling through the village towards York.

- I am writing to confirm my objection to having the double yellow lines painted on Front street, Naburn as I see this action will cause more obstructions and difficulties to the roads than reduce the issues at the junction.

I would suggest you consider rerouting the bus onto the main road rather than using a considerably smaller residential street (front street). The bus route uses the Main Street in one direction but not the other which does not make sense

- I am writing to register my strongest possible objections to the proposed parking restrictions in Front Street, Naburn.

The reasons I object are as follows:

1. There has been completely inadequate local consultation, possibly letters to 3 or 4 properties which border the proposed restriction, which ignores the wider impact of these proposals both further along Front Street and on York Road as outlined below.

2. There has been a failure to engage with the local democratic structures. I understand that this proposal may have been triggered by a letter from Naburn Parish Council in the past year, which put forward three options. Apparently there has been no response to their letter or reasons for ignoring other proposed options, and no response to their latest concerns about the extent of this proposal, yet they have a role in representing the views of this community.

3. The reason for the Parish Council raising this matter is that one household in particular has expressed concern about the blind junction if drivers turn left into Front Street, coming from the south towards York. Most other residents are strongly in support or retaining parking along Front Street, which has existed without significant problems over many decades.

4. There is already a lack of off-street parking for at least 6 properties along Front Street. This proposal will exacerbate this issue and cause difficulties between neighbours further along the road and into York Road.

5. Many households have two cars. This could be reduced if there was a regular bus service, but we are effectively a rural out-post of York with services running every two hours during the working week (i.e. Mon to Fri, 7am-6pm). This needs to be taken into consideration when reviewing parking restrictions.

6. There will inevitably be a knock-on impact on York Road, increasing localised pollution. This is a busy road as it is a key commuter route and a "rat run" during rush hour. Much of York Road is effectively single sided road due to resident parking. While this slows traffic down, it also causes too much stop-start driving

through the village. We already suffer from excessive traffic pollution due to vehicles pausing outside our house, waiting for a gap in oncoming traffic, then accelerating away. We do not open windows to the front of our property for this reason.

7. More pavement parking on York Road is inevitable due to its limited road width. Pavement parking and overgrown hedges already cause regular problems for pedestrians, with elderly and partially sighted residents regularly forced to step into the main road to get past obstacles. This problem will increase.

8. York Road through the village is the only possible route for large boats being transferred to and from York Marina by road, and such manoeuvres through the village are already extremely difficult. If a basic Road Safety Audit has been undertaken, this aspect should also be considered.

9. The proposed restrictions will clear parking from some 100m at the end of Front Street towards the junction with York Road, but this will encourage cars to drive faster along a clear road with even less safety than is currently the case.

10. Double-yellow lines on both sides of the Front Street is excessive and unnecessary. No one ever parks on the east side of Front Street along the final 150m, there is a well-understood and imitated convention of parking alongside the pavement. We do not want a relatively quiet street in the village to become an urban landscape.

If there was greater emphasis and awareness of the Highway code and existing rules about parking, i.e. rule 243 “do not park within 10m of a junction” and rule 244, then the proposed restrictions would be superfluous. Basic road sense and driving with consideration for other road users is already evident at this junction nearly all the time. You cannot eliminate every risk all the time, and there has been no verified or tested evidence that this junction is unsafe as it is. It is a blind turning from the south, but if there have been any incidents, and I am not aware of any, then one or other of the vehicles involved must have been driving without due consideration.

In conclusion, this proposal needs a detailed onsite audit of the risk and proper local consultation before any further restrictions are implemented.

- I am writing to express my strong opposition to the proposed introduction of 'no waiting at any time' restrictions in Front Street Naburn.

There has been no local consultation about these proposals and no engagement with the Parish Council. I understand that the

Parish Council recommended the introduction of a 'no left turn' sign at the junction of York Road with Front street, from a southerly direction, to remove the possibility of a collision with a car coming down Front Street, which is one of the main concerns of the few people agitating for restrictions. This recommendation has been completely disregarded by the highways team with no engagement with the village. I would urge you to reconsider this eminently sensible recommendation.

If the proposed restrictions are put in place there are at least 6 cottages with no off street parking who will be forced to move their cars either back along Front street (where there is already very little space) or onto York road. We live in North End Cottage right on York road and already suffer regularly with cars queueing outside our house to get round parked cars. York road is a busy road and we are concerned about the increase in pollution from these cars, to the extent that we are reluctant to open our windows. I have also witnessed boat traffic for the Marina unable to get through with a large boat because of parked cars on York road; this is the only possible route for boat transport and more cars parked on York road would make the situation very difficult. Has the Marina been consulted?

The majority of households in Naburn own at least 2 cars because the village bus service is so infrequent. It seems that no thought has been given to where these cars will park if restrictions to Front street parking are introduced.

If all cars are removed from the proposed part of Front street, it is likely that cars will be driven at greater speed, thus increasing the risk of collisions. At the moment the parked cars serve to slow drivers down. I am also concerned that these restrictions will cause 'parking wars' between neighbours in our otherwise friendly village community.

For all the above reasons I urge you to reconsider your proposal and to engage in consultation with Naburn village regarding any further proposals.

- I am writing to formally object to the proposed introduction of double yellow lines on Front Street in Naburn Village.

I live in the terraced houses on Front Street where we have to rely on the street parking. Many other neighbours also rely on the street parking currently available as some do not have access to a private driveway.

This proposal would reduce accessibility, especially for residents with young families and mobility issues. Parking further away is not

practical or safe especially during the evenings and winter months when the main road is already congested.

The remaining spaces would be taken up by cars that belong to visitors to the area. York Road would become more congested and there will be less space to give way.

I haven't personally received a letter regarding these changes so I would please like to request a map of where the proposed double yellow lines would be.

I am respectfully requesting that the council please reconsider this proposal as it would cause a significant impact on the residents.

- Residents of River view DO NOT have driveways or Garages, we depend on on road parking, which is already scarce .

I strongly OBJECT o having yellow lines at the start of Front Street for the following reasons ;

Any visitors I have will have less places to park when they visit.

If someone parks in front of my house I will have less places for me to park.

If you take away the few spaces at the start of Front Street it will increase the speed that car drivers do through Front St, increasing more risk for the many pedestrian #s that use the street.

I ask that you please consider my objections, I fear it will cause parking issues and will bring great disharmony to what is a happy street to live in.

- Having very recently moved into a property on Front Street which has no driveway upon which to park a vehicle, I am writing to object to the proposals which suggest there will be "No Waiting at any time" on both sides of the road.

There is a large proportion of properties on this street which will have nowhere to park, so without alternative provision for parking, this proposal is absurd. More problems are being created than resolved.

I understand that there has been no Road Safety Audit undertaken to identify the current issues and come up with sensible solutions.

I would urge you to reconsider, undertake the required Audit, and consider the street's requirements in its entirety. This is sloppy, lazy Planning.

- I'd like to register my objections to proposed changes to front street Naburn. The junction requires only due care that any road user should be exercising at any time. Additional double yellow lines will reduce passive traffic calming from parked cars along Front street (a 30mph road and frequent 'rat run' at rush hour) and push parking onto York road, where parking already creates

problems for pedestrians and school children, as the pavements are inadequate.

Making the entire village 20mph, like bishophorpe would be fair more desirable, improve overall safety and air / noise/ quality / reduce signage, which councillor Vasey and Naburn parish council are very supportive.

- I am writing to strongly object to the proposed amendments of double yellow lines to the north side of Front Street, Naburn. The proposal to considerably extend the double yellow lines goes against numerous City of York Council (CYC) policies and, most importantly, significantly increases the danger at this junction which the Parish Council were trying to alleviate.

The Parish Council requested either (a) a short section of double yellow lines to the north side of Front Street, from Lilac Cottage up to York junction or (b) implement a no left turn into Front Street from York Road. They also requested that a site visit be undertaken to discuss the matter further. Traffic Projects Officer from the CYC Highways Team wrote back to the Parish Council and stated that a site visit would be undertaken during the investigation stage of the project. This site visit was never arranged; the Parish Council were unaware of the extent of the double yellow lines which CYC Highways team have proposed until this consultation period. I have attached a copy to this email of the correspondence between the Parish Council and CYC Highways Teams, and the feedback from the Chair of the Parish Council to myself.

The main issue which the Parish Council wanted to alleviate was to reduce the risk of vehicular collisions at this junction. The proposal to introduce double yellows the entire way increases this danger. At present, the parked cars are acting as passive Traffic Calming Measures causing vehicles to slow down as they go past. Removing parked vehicles for the entire length of this road will lead to vehicles proceeding down the road at an increased speed. The road is approximately 5.05m wide so it therefore not wide enough for a central road marking to be introduced. Many vehicles driving along Front Street will therefore be positioned in the middle of the road due to an absence of a central road marking. As cars will still be able to turn left onto Front Street, the risk of a serious incident will be significantly higher; cars travelling with an increased speed have less reaction time and longer stopping distances. In the event of a collision, the momentum with which cars strike each other will be greater if they are travelling at an increased speed, making the collision far worse.

Introducing double yellow lines where proposed, removes approximately 6 – 9 parking spaces in total on Front Street. With the parking restrictions which are already in place along Front Street and the presence of many homes without adequate parking, residents will be forced to park on the main road (York Road, B1222) as opposed to the minor road (Front Street) and then cross the main road on foot to get to their homes. There is a serious lack of street lighting in this area nor are there adequate footpaths. This increases the danger of residents being struck by moving vehicles, particularly during nighttime hours. The main road already has issues with passing traffic due to the number of vehicles which use this road for parking. Increasing the number of vehicles parking here will also increase the danger of the main road for traffic passing through the village.

As far as I am aware, CYC Highways team have not had a road safety audit undertaken for this junction. In the absence of this, I approach a local Civil Engineer who often undertakes Road Safety Audits to complete this on our / your behalf. Lee Foulner is a highly experienced Civil Engineer who has worked for the majority of the past 25 years in Highway Design and Road Safety and has completed the ROSPA Road Safety Engineering Courses. He has considerable experience in providing Road Safety Assessments and Road Safety Audits. When he undertook an independent check on the proposal, he has also concluded that the proposal increases the danger of the road and goes against numerous CYC own policies. I attach a copy of his statement to this email too and have received confirmation from him that he is happy for this to be circulated as required and enter the public domain.

With regards to parking, this proposal goes completely against the CYC own policies, in particular PPG-3 Housing. This policy stipulates the need to provide space for up to 1.5 cars per residential unit. Introducing these double yellow lines will result in at least 6 homes no longer having this parking.

Some suitable alternatives which could be considered instead are:

- Introduce hatching an up to 3 bollards to ensure that vehicles turning left on Front Street make a wide turn thereby increasing their visibility during this maneuverer. Introduce a 10m stretch of double yellow lines adjacent to the junction in accordance with national standards. I have attached to this email two-mark ups showing how this arrangement would work. One is a basic hand sketch for clarity; the other has been done on AutoCAD to allow accurate visibility lines to be added to demonstrate how this arrangement increases the safety of the junction.

- Introduce a “no left turn” traffic control measure onto Front Street to eliminate the danger altogether. Introduce a 10m stretch of double yellow lines adjacent to the junction in accordance with national standards.
- Implement a one-way system through Front Street heading from South to North to eliminate the danger altogether. This would work very well with the existing road layout, particularly as Front Street is not wide enough for a central road marking. Also introduce a 10m stretch of double yellow lines adjacent to the junction in accordance with national standards.
Should CYC ignore all the advice which they have been given and introduce the double yellow lines regardless thereby making this junction more dangerous, they will leave themselves seriously exposed from a liability perspective should the worst happen and for there to be a major road incident involving cars and/or pedestrians. I (and others) are more than happy to work with CYC to find an appropriate solution which works for all.

In support:

- We would like to fully support the proposed no waiting at any time on Front street, Naburn.
Our reasons for this are as follows.
There have been several near misses when cars have turned onto front street from york road and met oncoming vehicles on the incorrect side of the road due to several parked vehicles on the road close to the junction.
Occasionally we have cars parked on the only footpath on this section of front street! due to the narrow width of the road, which in turn has meant prams, pushchairs and disabled people have struggled to pass.
Then there is the case of emergency vehicles unable to pass the parked vehicles to access front street.
There have been occasions when the local buses have been unable to pass and had to reverse back along front street and join york road via main street.
As we live opposite the junction we have witnessed this on numerous occasions over the 4 years we have lived here and the situation seems to be getting worse.
These are the reasons we feel that imposing a no waiting at any time on both sides of the road will make a massive impact on road safety and pedestrians alike.

- I fully support the addition of no waiting lines from the south end of Callan (joins up to existing No Waiting Lines from Shelloch House through to Clock Cottage), to the north end of Front Street, for three reasons:
 1. On several occasions, when vehicles are parked on Front Street outside either Callan, Lilac Cottage and Newstead, you are forced to drive on the opposite side of road, I have been travelling north, towards York Road, and met cars travelling north on York Road and turning on to Front Street to travel south, and not seen them coming due to the banking and hedging of Devin, nether vehicle could see each other until they are significantly round the corner. Luckily both I and the other drivers have been driving slow enough to stop in time, but on some occasions have been very close to a collision.
 2. Larger vehicles (Emergency vehicles, busses, and lorry's) at best have to slow down to a crawling speed to get passed the parked vehicles. Sometimes they have not been able to pass and wait for the parked vehicles to be moved.
 3. There have been parked vehicles that have been damaged by passing vehicles due to the remaining narrow road width left to pass.Obviously all of these issues are made worse in icy and snowy conditions.

Officer analysis and recommendation

The issues initially reported focused on vehicles passing parked vehicles on the opposite side of the carriageway and into conflict with vehicles entering Front Street from York Road. There have been further reports of buses being unable to pass the parked vehicles.

Officers have visited the site and also considered the objections and representations received, including:

Impact of the proposed restrictions have been considered as follows:

- Displacement of parking- *it is likely that parking would be displaced but there is capacity for parking elsewhere on York Road and Front Street.*
- Loss of on street parking available to residents- *where we are proposing the restrictions all properties have off- street parking amenity and further capacity is available on street. In response to a representation received regarding PPG-3, there are no adopted planning policies requiring the council to provide on street parking for existing properties.*
- Accessibility concerns to some properties- *all properties have off street parking. Blue badge holders can park for up to 3 hours on*

double yellow lines providing they are not causing an obstruction. Loading/unloading activities are still permitted providing the activity is continuous.

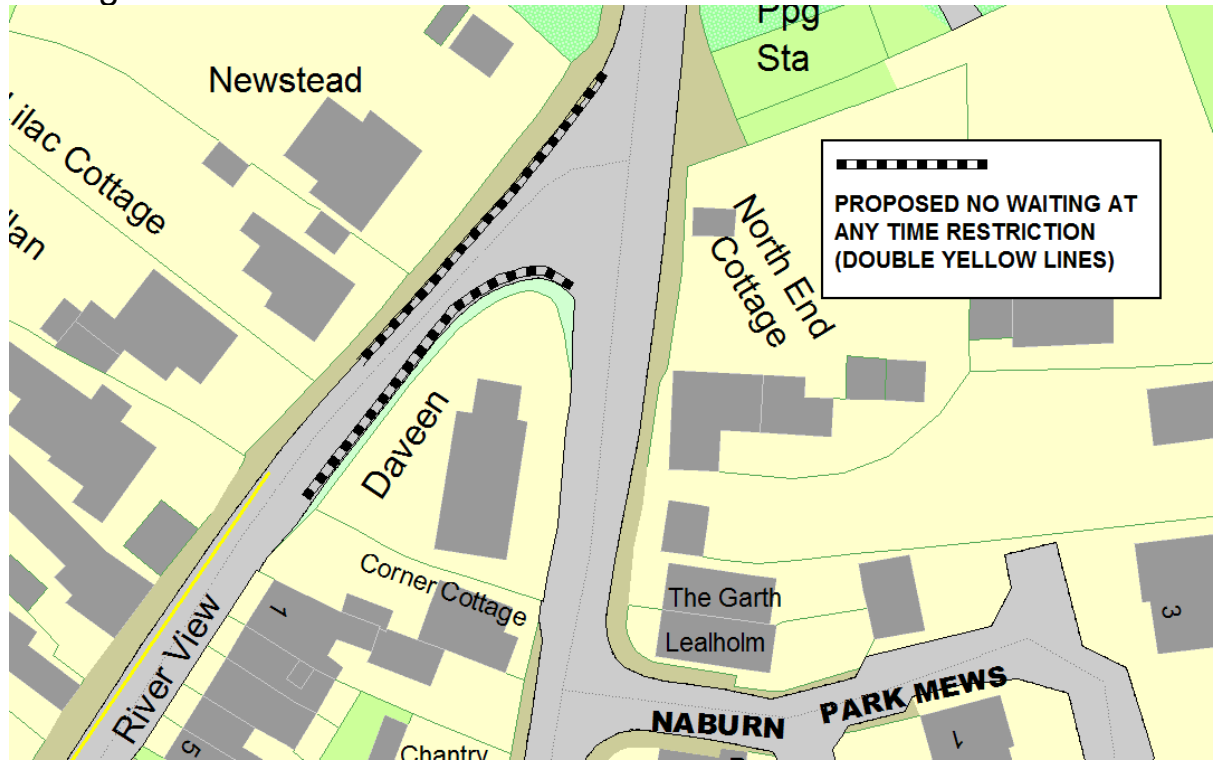
- *The increased risk of speed if the restriction is implemented- the restrictions a limited length of the street where the street is narrow and close to a junction so the risk of increased speeds is considered minimal.*

We conducted a traffic survey for one week in March. The survey showed a significant level of footway parking(71 instances), which included footway parking that fully prevented pedestrians being able to pass the parked vehicles(11 instances). This reflects the street is very narrow in the area of the proposed restriction. This has significant impact of people with protected characteristics within the Equalities Act, including people using mobility aids, young families with pushchairs and elderly people, all needing to step into the road and around parked vehicles. As there are no footways on the opposite side of the carriageway this impact is significant and a considerable safety concern.

Officers have also considered the alternative options provided by respondents.

- One way restriction along Front Street- we do not support this as the levels of traffic on Front Street is low and the street can fully accommodate this with suitable parking restrictions in place. The introduction of a one way system would have a significant impact on all residents of Front Street and would displace traffic to York Road.
- No left turn from York Road- The survey showed very minimal levels of left turn activity from York Road to Front Street(average of 5.7 left turns per day over the 7 day period).
- Re-routing the buses- this is not within the scope of this review. Bus routes are decided by the bus operators. However, changing a route would require infrastructure changes, would increase bus movements on York Road and would have an impact on walking distance to and from the bus stops.
- The creation of a hatched area- This option was considered but the very low number of left turn movements and the implementation of the proposed restrictions would provide more available carriageway in each direction and reduce any conflict between vehicles. This would also require a reconfiguration of the junction and markings and is not recommended within this review.

In conclusion, having considered the objections and representations the issues initially reported, along with the survey data and our obligations to consider all highway users, including groups with protected characteristics under the Equality Act 2010 we now recommend a lesser restriction than first advertised, as per the plan below. The introduction of the double yellow lines will also remove the footway parking issues identified through the survey and the lesser restriction on the west side of the carriageway will provide some additional parking outside Lilac Cottage and Callan.



Options:

1. Implement as Advertised- Not recommended
2. Take no further action- Not recommended
3. Implement a lesser restriction than advertised- **Recommended**

P3

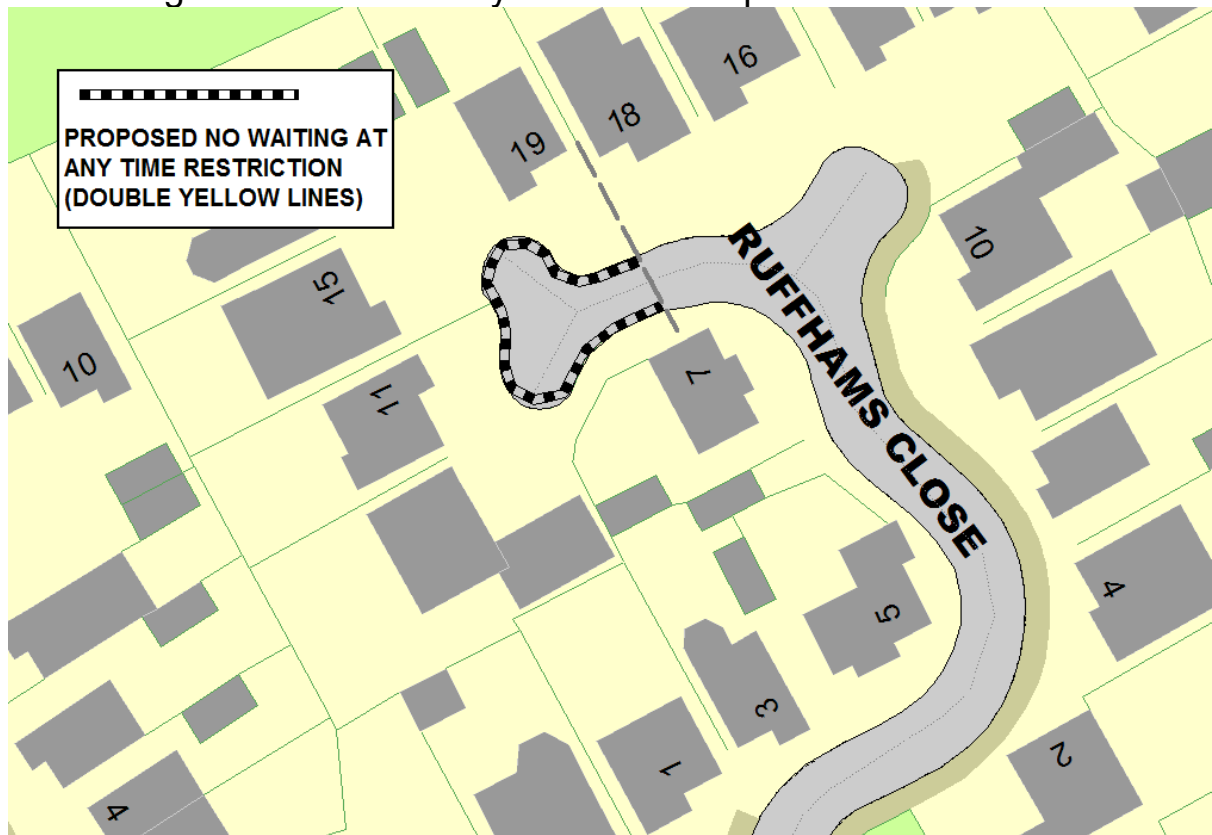
Location: Ruffhams Close, Wheldrake

Nature of problem and plan of advertised proposal.

Details received on file were:

Request to consider restrictions as parked vehicles are preventing access to the turning head and residents off street parking amenities.

To implement no waiting at any time restrictions to provide full access to the turning head and driveways. Please see plan below.



Representations Received.

We received 12 objections to the proposed restriction.

Objections:

- We are writing to object to the proposed restrictions on Ruffhams Close in Wheldrake.

Whilst we have not received a letter about these restrictions, as we are at the entrance of the close, they will impact us.

- we are a small narrow close which has always worked together to alleviate potential issues, sharing drive space where necessary

- surely stopping people parking at the end of the close will now move them further up, towards our end, and further out onto Braithgayte thereby creating a larger problem affecting more than just Ruffhams Close. This would not support the friendly atmosphere in this area

- As families grow up and more cars are used then a lack of space was always going to be an issue, but that is from when the area was developed, we live with the consequences of that lack of foresight now

- having double yellow lines in a little close in a village is ludicrous, the fact it is even being proposed should really be called into question because it will cause more problems than it's worth and who in earth is going to police it? Surely the Council is not suggesting we see police in the village purely for this?

This proposal is nonsensical and has come out of the blue so why has our quiet little close been 'picked on' for this? We would strongly suggest the proposal is rejected for the nonsense it is

- I strongly object to these new proposals for the following reasons:

- We have many elderly visitors who will be forced to park further away which, for example, would be a struggle for my elderly grandparents.

- If visitors are forced to park outside of the close, this could easily cause frustration and inconvenience for neighbours further up the street.

- We are a small cul-de-sac with limited parking and we have always worked together to make parking easier and fair for everyone.

- I occasionally park temporarily on the street when my drive is full and it has never previously been a problem.

- My friend lives in the next cul-de-sac, they aren't having parking restriction proposals, the situation is no different there, so why are we?

- I believe parking restrictions in a small cul-de-sac which already has limited parking would significantly affect the housing

prices, particularly thinking of those who are currently in the process of selling their houses.

I believe these proposals would be a pointless waste of time and public money, and would result in difficulties and cause hindrance to those living in and around Ruffhams Close.

- I am the owner of a property on Ruffhams close and I have been made aware of the proposals for double yellow lines in the cul de sac.

I know that there are a lot of issues but I feel double yellow lines are not the solution. I feel that communication from yourselves about what could be the impact if people do not be considerate to others.

Double yellow lines will take away the community aspect of the close.

I do not struggle with parking but I know others do and this will impact tradesman coming doing work on houses that struggle already with parking. This will unfair and not considering all.

I feel that there must be another solution instead of marking the road with yellow lines.

If yellow lines are implemented could they be temporary? This may change persons behaviour.

- I strongly and unequivocally object to this proposal.

I would like to ask why this has been proposed?

We have lived here for over 26 years and brought our children up in this house. We have never had access issues.

These proposals would cause serious problems for us. My parents cannot walk far and would not be able to visit.

I have been a District Nurse for over 20 years. I have visited many cul de sacs, many where parking is much harder than here. Being unable to park near patients is a headache that makes our days longer and more stressful, not to mention wetter when it rains.

Adding unnecessary parking restrictions in residential streets is not fair to anyone.

People have to park somewhere. This isn't the city centre where people can walk or catch a bus. It is a village. Visitors will be forced to park on other streets.

We have some very selfish neighbours at number .. They will not use their drive. They park on what was the nature strip at the side of their house, deliberately preventing legal and safe on street parking. This leaves visitors parking further up the close; outside number 1 and 3 Ruffhams Close.

The residents who are struggling to reverse off their drives would be very seriously affected by these proposals yet they weren't contacted.

I strongly suspect these proposals are the work of number .. Their selfishness knows no bounds.

Why, when you live in a small cul de sac would you treat your neighbours with such disdain? We don't need parking restrictions. We need to use our driveways and be fair with our neighbours. I have told them my mother is dying and can't visit. They just don't care.

We have spoken to the police who have visited and say parking on the side of number .. is safe and legal.

Please abandon this completely unfair proposal so we can draw a line under this utterly miserable situation and get back to being a lovely street.

- I strongly object to these proposals, but initially, I would like to point out the following:

The occupants of no .. Ruffhams Close have been trying to block public parking for some time now.

a/ On 10th December 2024, a council officer, emailed me to confirmed, 'You may park at the side of no... provided any vehicle does not obstruct legitimate and reasonable access to the property'.

b/ On 18th April 2025, the Community Police team visited us to discuss the matter and subsequently advised no... to cease wasting police time, regarding a matter that had been closed by York City Council.

I object to the proposals on the following grounds:

1. Items (a) and (b) above are evidence that this issue has been resolved, and that has been confirmed by York City council.
2. There are a number of houses in a small area around the cul-de-sac, and the number of cars in most driveways has indeed increased. In the spirit of good neighbourly relations, however, we all work together and move our cars around, whenever the need arises.
3. The no stopping rule would force visitors to park further up the close, which would then cause a restriction for other households – even outside of Ruffhams Close itself.
4. There are many visitors who are elderly, and would be unable to walk a longer distance, if they were forced to park outside the Close.
5. Some households are currently in the process of selling their house; road markings or extra signage would be off-putting for

potential buyers of their property, and I believe would adversely affect house prices for the Close.

I would make one final, general point.

We have lived here since 1999, when the houses on this development were built by Barratt Homes. It has always been a friendly neighbourhood, with well-meaning people living together in pleasant surroundings. The only difficulty has been the recent proposal by property no... that everyone else fall in line with their wishes.

This proposal to me seems pointless, and would achieve nothing other than to promote division, annoyance and difficulties for all who live in Ruffhams Close.

- My wife and I live at No... Ruffhams Close, Wheldrake and it has have been bought to our intention by the 'Close' WhatsApp group that some residents have received a letter from the council about some proposed parking restrictions down the end of the close. While it doesn't directly affect us, we wanted to support our neighbours concerns. We appreciate with more people owning cars and young adults of these families also needing a car for work and social activities, parking on driveways and the road can be tight at times. The Close has a great community spirit, often sharing free parking spaces should residents go on holiday, have family stay over or in the need to have trades carry out work at properties.

If parking restrictions were put in place, it would be good to hear what you propose to cover the case of family and friends visiting along with trades carrying out work and needing their vehicles nearby? It could result in vehicles being pushed to the top of the close or the adjoining Braithegayte road, causing more traffic flowing issues and concerns than the original proposal set out to achieve.

We look forward to hearing your thoughts and reasons behind the proposed restrictions.

- Having seen the notice attached to a lamp post in Ruffhams Close, Wheldrake, YORK, I would like to object to the proposal for a no stopping rule in the Close. Having lived in Ruffhams Close since 2006 I don't see the need for it as it would make life much more difficult for the residents who work well together in moving cars around as necessary to avoid any problems. I live at number .. and if there was a no stopping rule at the end of the cul-de-sac, it would force residents to park further up the Close outside my house and direct neighbours. As the road is quite narrow anyway, this would cause issues with trying to access my drive. If there are

cars parked opposite my drive I cannot reverse into my drive. The question then, is where do I park if I cannot park on my drive with a 'no stopping rule' around the Close? Not only would this affect the values of the houses in the Close, but the yellow lines would completely change the look of the estate, making it unsightly and unpleasant on such a small Close.

To conclude, this proposal would make life unnecessarily difficult for all the residents of Ruffhams Close, generate frustration and make the environment look particularly unpleasant and unsightly.

- I am writing to formally object to the proposed introduction of parking restrictions on Ruffhams Close in Wheldrake, York, as outlined in the recent Notice of Proposals, as a homeowner at .. Ruffhams Close.

The introduction of these parking restrictions effectively means we cannot have visitors to the 4-5 properties immediately affected. There is no continuous or adequate pavement in the cul-de-sac serving the properties most affected, and should we want (or need) visitors, we or they will have to park outside the close and walk in - with small children (fairly likely in an area with several family houses), prams etc which has obvious dangers. It's a fairly busy cul-de-sac and I avoid walking to my property with my children within the cul-de-sac because of this lack of adequate pavement to my property. Given we are in a semi-rural area, this will effectively stop me (and any future property owners) having visitors from outside the village, and this will also negatively affect my house price as the presence of double yellow lines would strongly imply that parking is an issue without any other resolution, thus putting off potential buyers.

I believe that introducing double yellow lines at this location would just displace vehicles (and the problem) to nearby streets, causing disputes further afield and worsening congestion and parking pressure elsewhere in a small estate and village that already struggles with its own lack of parking space. I am not of the belief that it solves, addresses or manages the issue.

There are 5 family houses immediately affected and those properties will require cars and visitors. Access for carers/health care staff etc would be affected. It would also make any trade work to our property impossible - the last work that we had undertaken to our property required 2 very large vans which do not fit on our driveway. At the time, we needed to use the carriageway for parking, and this was managed without issue with our neighbours. I also have elderly parents, one of whom is disabled, which effectively renders me unable to have them as visitors, unless I

park my car streets away (where there are similar parking issues around lack of space/availability).

Parked cars in the affected area also have the effect of slowing down traffic in to the close, especially because it is a blind corner.

I understand that there has been some recent disagreement between two parties in the affected area, which to my knowledge and in my experience has now been resolved since one party widened their drive to accommodate another parking space. There has been no other disagreement that we are aware of before this time in the 36 years since the properties were built, and that isolated incident is no longer an issue that affects parking.

Access has been clear for services such as refuse collection, as I have witnessed myself, and being in the corner of the close we have experienced no issues with deliveries etc getting through to us, so access is not an issue for us.

To my knowledge, having spoken with our neighbours, it does seem as though there is a majority of the street's residents against these proposals.

In light of all of the above, I respectfully request that the council reconsider the proposal in order to avoid the hugely negative impact this will have on residents not only directly involved, but also to avoid the inevitable knock-on effect this will have for all other residents in the street and the wider estate.

- I am writing this in response to the letter we have received at .. Ruffhams Cl, Wheldrake, York YO19 6TD.

We are objecting the recent traffic order which was sent on 31st October.

Reasons:

- We are a nice closed cul-de-sac with a fantastic neighbourhood.
- we understand each other's so well
- having this enforced will trouble us as a community as we can't get our guests come in and use the kerb parking.
- all these years my friends have parked and none of our neighbours are annoyed. We all have understood our boundaries and we all have respected each other.
- this enforcement will cause more community havoc

We kindly request you to drop this plan and help us protect this neighbourhood to live in harmony.

- This is to request information on a double yellow lines application request at Ruffhams close. Wheldrake. This is not a request in itself for them.

I would feel very strongly against double yellows here. There is precious little parking here as it is. Everyone needs a vehicle due to lack of effective bus service.

I hope this isn't an escalation of someone's private dispute with a neighbour.

- I have just viewed the proposed traffic restriction proposal for Ruffhams Close in Wheldrake and would like to strongly object to this proposition. We are a small, quiet cul de sac in no close vicinity to the village school, pub, church or shops. It is ludicrous to put parking restrictions in a place where any extra cars are clearly visiting friends or relatives who reside in the close. Most homes in Ruffhams Close have room for only two cars so any visitors need to park outside the home of where they are visiting. This is done respectfully to neighbours and on the odd occasion where a drive is obstructed, neighbours usually contact the owner and let them know where the visitor is should the car need to be moved. We are a small, friendly neighbourhood and we really do not need this type of divisive, totally unnecessary action.

Please remove this unnecessary proposal as it is a complete waste of council time and money.

- I understand from neighbours in the street that there is a proposal for "No Waiting at any time" restrictions to be imposed in a part of the street: Ruffhams Close, Wheldrake, YO19 6TD.

Please could you advise why this is felt to be necessary? It seems heavy handed and an unnecessary waste of money.

It is a small street and as all the property driveways in that turning section of the cul-de-sac front directly onto the street at that point there is nowhere for anyone unexpected to park anyway. The only vehicles that would ever be in front of any property would be one they were fully aware of eg, visiting family or tradesmen.

As it is not a through street there is no question of blocking passing traffic.

I think it would very much go against the community feel of the street.

Please record the above comments as my objections and I hope the decision to go ahead with this work will be reversed.

Officer analysis and recommendation

As the Highway Authority we received concerns from a resident about parking at the end of the cul-de-sac, which was causing an obstruction and would create a potential danger for emergency services in the area. The matter was discussed with North Yorkshire Police, as they had also received complaints about the area. It was decided that the highway

authority would propose a restriction, due to concerns raised by the resident.

The proposal has received a large number of objections from residents of the cul-de-sac who would be most affected by the restrictions.

Following further reviews of the area no obstructive parking was taking place. as such, the recommendation is to take no further action.

Options:

1. Implement as Advertised- Not recommended
2. Take no further action- **Recommended**
3. Implement a lesser restriction than advertised- Not recommended

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Annex P1a

I write in connection to the CYC (City of York Council) proposal for double yellow lines on Front Street Naburn.

Below I have provided a quick profile of relevant experience in highways, the Local Arrangement, considerations/concerns and suggestions in relation to the City of York Council proposed double yellow marking.

Brief Profile

I have over 25 years of civil engineering experience predominantly in Highways Designs and Road Safety whilst working within Local Authorities and multi-disciplinary consultancies in the transportation, highway engineering and road safety sectors.

I have completed ROSPA Road Safety Engineering Courses and have provided Road Safety Assessments and Road Safety Audits.

Local Arrangement

The junction in question in Naburn of York Road and Front is currently a priority 'give way' junction and accommodates for a small amount of residential traffic and in one direction a local bus route.

York Road is a primary route for those villages accessing York on the B1222 and includes on street parking for residents of York Road. This parking at present requires vehicles to give way for through vehicles to pass.

Front Street is a residential road with some residences having driveways and some without thus parking on street is necessary. This is inkeeping with CYC policy which is for upto a maximum of 1.5 cars per residential unit and set out in PPG-3 Housing. This proposal for double yellow marking goes against the CYC and PPG-3 policy.

Visibility on the egress of the junction of Front Street onto York Road is considered adequate when reviewing against standards such as DMRB (Design Manual for Roads and Bridges) and MFS2 (Manual for Streets 2) when shrubbery is cut back.

The left turn from York Road into Front Street requires a tight slow manoeuvre and the inside of the bend incorporates a fence which limits forward visibility for both directions along Front Street.

York Road and Front Street are illuminated by means of Street Lighting.

It is noted the current signage for 'give way' marking to TSRGD 602 (Traffic Signs Regulations and Directions) is not to current standards, it is suggested that this sign is brought upto standard of 2.1m height and illuminated in support of road safety and be in accordance with national standards.

Considerations / Concerns:

Summary with detailed explanation after;

- the proposal of double yellow markings over the length proposed from the junction of York Road and Front street is not inkeeping with CYC policy
- will relocate parked vehicles to other unsafe areas
- relocated parked vehicles will impede the main through route of Naburn causing significant traffic issues
- no footpath to CYC standards on the side of road for where relocated parking will occur

- will impede local residents which is against CYC policy
- increase likelihood of vehicle speeds increasing on Front Street
- increase likelihood of speed related accidents on Front Street

The CYC policy is for parking to be provided for residences of 1.5 vehicles per residence, some of driveways on Front Street are not sufficient in width to accommodate vehicles thus these require parking on road such as those without driveways. The proposed double yellow extent will impede the parking of residents and go against CYC policy and PPG-3 for provision of adequate parking.

Double yellow marking if introduced will not alleviate the issue of parking but will relocate the parked vehicles to other areas, the nearest location being York Road. With the relocation of parking onto York Road the passing of parked vehicles will significantly raise the potential for accidents of conflicting vehicles and put other NMU (Non Motorised Users) at risk where there is no footpath on the West side of York Road. Front Street incorporates parking on both sides of the road at varying locations for residents parking, for those of multiple occupancy with vehicles. Parking on street in this location does promote its own traffic calming measures. Without the parking on road vehicle speeds will increase and as shown in national guidance higher vehicle speeds increase likelihood and severity of accidents.

The current parking along Front Street currently acts as speed reduction measures with vehicles parked at varying locations, this introduces its own speed reduction measures keeping the observed vehicle speeds low.

Suggestions to alleviate the issue of the junction and parking

- Realign the road markings at the junction of Front Street and York Road, introduce a white marked hatch area on the south side of the junction to improve vehicle visibility turning left into Front Street
- If double yellow markings are deemed necessary then introduce the minimum standard of 10m from the junction, this will provide sufficient manoeuvre space for vehicles entering and travelling along Front Street
- Introduce a one way system on Front Street, thus no conflicting vehicle movements, the issue of left turn into Front Street from York Road is removed
- Replace the current non standard 'give way' sign with a sign erected at the correct 2.1m height and illuminate.

Annex P1b



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Annex P1c



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